The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No 370. --Vol. XII.] LONDON: SATURDAY, SEPTEMBER 24, 1842. [Price 6d.

STANNARIES OF CORNWALL.
IN THE VICE-WARDEN'S COURT.
"FOX AND OTHERS v. LEAH."

WHEREAS the Vice-Warden did, on the 13th day of August last, order and decree that a sale be made of (amongst other things) the MACHINERY and MATERIALS upon, and belonging to, the WHEAL HARMONY, CARDREW, and MONTAGUE CONSOLIDATED MINES, in the parish of Redruth, within the said stannaries, under the direction of the registrar of the court, and that the proceeds of the sale should be applied by the said registrar in the manner directed by the same order or decree.—Notice is hereby given, that pursuant to the said order or decree, a PUBLIC AUCTION will be holden, at the Wheal Harmony, Cardrew, and Montague Consolidated Mines aforesaid, on Tuesday, the 11th day of October next, and following days, at eleven in the forenoon of each day, for selling either together, or in lots, the undermentioned

MINING MACHINERY AND MATERIALS,

Viz., three steam-engines—one 70-inch cylinder, three boilers; one 30-inch ditto, two boilers; and one whim-engine 16 inch ditto, one boiler; a water-wheel with iron axle, thirty-two feet diameter, four feet abreast, attached to which are a crushing-machine and a saw-mill; capstans and shears, capstan ropes, several horse whims, four catheads, cathead ropes, whim ropes, whim chains, bucket rods, connection rods, several fathoms of pumps, 19, 18, 17, 16, 15, 14, 13, 8, and 6 inches, with windbores, working barrels, plunger poles, H-pieces, clack-seat pieces and brasses to match, balance bobs complete, strapping plates, ladders, with a large quantity and a great variety of other materials in general use in mines.

For viewing the same application may be made to Mr. Trelawen, at the mines; and for further particulars (if by letter pre-paid) to Mr. Roberts, solicitor, Truro.

September 22.

TO BE SOLD, pursuant to decrees of the High Court of Chancery, made in certain causes, entitled respectively "Lord Alvanley v. Lord Kinnaird," and "Lord Alvanley v. Edwards," with the approbation of William Wingfield, Esq., one of the Masters of the said Court, in eighteen lots, the MANOR of BREDBURY-CUM-GOITE, and a MOIETY of the MANOR of ROMILEY, and the Reversion in Fee, expectant on the determination of certain lives, of various FARMS and LANDS, in Bredbury and Romiley townships, together with all MINES (except mines of common stone) under lands formerly of John Arden, Esq., and afterwards of the plaintiff in the above suits; and also certain FREEHOLD FARMS, partly in possession, and partly subject to a life or lives, situate in Alvanley and Kingswood; and a STONE QUARRY in Kelsall, all in the county of Chester, and formerly the property of the said plaintiff. The first nine lots, which comprise the Manor of Bredbury-cum-Goite, the Moiety of the Manor of Romiley, the Reversion in Fee in the Farms and Lands in Bredbury and Romiley townships, and the Mines, will be SOLD, at the Warren Bulkeley Arms Inn, in Stockport, in the county of Chester, on Monday, the 26th day of September, 1842; and the remaining nine lots, which comprise the Farms in Alvanley and Kingswood, and the Stone Quarry in Kelsall, at the Bear's Paw Inn, in Frodsham, in the said county of Chester, on Tuesday, the 27th day of September, 1842, at Three o'clock precisely in the afternoon of each day.

Printed particulars may be had (gratis) at the said Master's chambers, in Southampton-buildings, Chancery-lane; of Mr. Dean, solicitor, 109, Guildford-street; Mr. Ford, solicitor, 8, Henrietta-street, Covent-garden; Messrs. Powell, Broderipe and Wilde, solicitors, 9, Lincoln's-inn; Messrs. Downes, Gamlen, and Scott, solicitors, 7, Furnival's-inn; Mr. Parker, solicitor, 10, St. Paul's Churchyard; Mr. Henry Vallance, solicitor, Essex-street, Strand; Mr. Reddish, solicitor, Stockport; Mr. Fenna, solicitor, Stockport; at the places of sale; and at the principal inns in Manchester, Liverpool, and Chester.

FOR SALE, an IMPORTANT INVENTION and IMPROVEMENTS in the SMELTING of IRON, the result of more than twenty years' attention to the subject, that will effect a saving of full one-half the coal and one-third the limestone, now required to make a ton of pig iron, with either a hot or a cold blast, or with coke or stone coal, or coal approaching the nature of stone-coal; and the principle of the invention will put it in the power of the ironmaster to regulate the working of his blast furnaces, and thereby to obtain, at all times, the very best results, both as to quantity and quality, his materials may be capable of yielding.—Prepaid letters of inquiry relative to this business, addressed "S. B. R.," care of Editor of *Mining Journal*, 1, Crane-court, Fleet-street, London, will be promptly attended to.

ANTHRACITE COAL.—TO BE LET, and entered upon immediately, CERTAIN VEINS or SEAMS of COAL, under the farm of TYUCHA, advantageously situated near the village of Llandebie, in the county of Carmarthen. The roads adjoining afford every facility for conveyance of the coal to all parts of the country, and the Llanelly Railway passes close to the premises. For particulars apply (by letter, pre-paid) to "A. B.," Post-office, Llandilo.

COLLIERY AND MINERALS.—One of the finest and most productive MINERAL PROPERTIES is now offered either for ABSOLUTE SALE, or TO BE LET, to be worked at a royalty. The coal is of the very first quality, and ready for working, a vein of great thickness having been cut, and ironstone courses also found in abundance. Steam-engines, gear, and machinery are in the most efficient state on the premises, so that the works may be commenced without delay. The property is situated close to the line of the Llanelly Railway, with which the colliery is connected by a short branch, and every facility exists for the transport to Llanelly and the shipment of the produce in the floating dock, or basin, of that extensive undertaking. On the whole, it may be submitted that the property is the most unique and advantageous ever offered for sale or letting, the reasons for which will be explained, and further particulars afforded, on application to Mr. John Rigg, 10, Old Broad-street, London, on and after Wednesday, [illegible].

VALUABLE MINING INVESTMENT.—TO BE SET, OR DISPOSED OF, the RIGHT to ONE-FOURTH PART of the TIN in and throughout the estate of TRETOIL, in the parish of Lanivet, in the county of Cornwall, comprising the RICH TIN MINE of TRETOIL.—To treat for the same, application may be made to Miss Susanna Henwood, Kenwyn, Truro; or to

Truro, Sept. 10. MR. STOKES, solicitor, Truro.

VALUABLE MINE SHARES FOR SALE.—TO BE SOLD, BY PRIVATE CONTRACT, TWO 128th SHARES in that highly productive and valuable lead mine, called EAST WHEAL ROSE, situate in the parish of Newlyn, in the county of Cornwall. The returns of ore are nearly 400 tons per month, averaging £10 10s. to £11 per ton, which quantity will no doubt be increased in consequence of the recent discovery of another very productive lode. The accounts have hitherto been held every three months, at which dividends of £20 per 128th share have been regularly paid. In consequence of the improving appearance of the mine, the accounts are in future to be held every two months, when the same amount of dividend may be confidently expected—making (say) £120 per share per annum.—For price, and further particulars, apply (if by letter, to be pre-paid) to Mr. Charles B. Edgall, sharebroker and auctioneer, Truro, Cornwall.

Truro, September 21.

CERTAIN AND PROFITABLE INVESTMENT.—TO BE DISPOSED OF, BY PRIVATE CONTRACT, the COLBIGGAN IRON MINE COMPANY'S SETTS, MACHINERY, and every other property thereunto belonging, in the parish of Roche, in the county of Cornwall, for the remainder of unexpired grants from the lords of the land, dated and commencing 25th March, 1840. The setts hereby offered comprise within their limits a more than ordinary field for successful mining operations, extending for upwards of a mile on the course of the lodes, of which there are four that have been found to be uniformly productive of ore, of a very superior character and quality, yielding from 60 to 70 per cent. [illegible]

[illegible]

STEAM-ENGINE.—TO BE SOLD, a PUMPING-ENGINE, with boilers, pumps, steam and feed pipes, &c. &c.—For further particulars apply at the office of this Journal, 1, Crane-court, Fleet-street, London.

COPIAPO MINING COMPANY.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid on the shares of this company, at the office, 22, Austinfriars, on Friday, the 30th inst., and following days. The dividend warrants are required to be left at the office two days for examination. —Please to call between the hours of twelve and three.

By order of the directors,

22, Austinfriars, Sept. 20. F. GRELLET, Secretary.

ENGLISH MINING ASSOCIATION.—Notice is hereby given that the ENGLISH MINING ASSOCIATION being about to be DISSOLVED, all persons having any CLAIMS or DEMANDS against the said association are hereby required to send the particulars thereof to Mr. Bourdillon, 30, Great Winchester-street, on or before the 31st day of October next.

By order of the board,

30, Great Winchester-street, Sept. 21. J. BOURDILLON, Secretary.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be holden at the company's office, as under, on Wednesday, the 5th of October next, at Twelve for One o'clock precisely.

By order of the board,

22, Threadneedle-street, Sept. 12. ROWLAND NICHOLSON, Sec.

ALLIANCE GAS COMPANY.—The directors hereby give notice, that the DIVIDEND for the HALF-YEAR ending 30th June last, will be payable to those proprietors resident in England at the office of the company, 39, Finsbury circus, London; and to those residing in Ireland at the Commercial-buildings, Dublin, on Saturday, the 1st day of October next, and every following day, between the hours of Eleven and Three o'clock.

By order of the board,

London, Sept. 17. J. B. GREAVES, Secretary.

ROYAL MAIL STEAM-PACKET COMPANY.—The court of directors hereby give notice, that an ADJOURNED GENERAL MEETING of the proprietors will be held on Wednesday next, the 28th instant, at the London Tavern, Bishopsgate-street, at One o'clock precisely, to take into consideration the Report presented to the general meeting of proprietors, held on Wednesday, the 21st inst.—Printed copies of the report will be circulated among the proprietors, and may be obtained by those who do not receive them by post, on application at the company's office, 55, Moorgate-street, on or after Monday, the 26th instant.

E. CHAPPELL, Sec.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that, in pursuance of a resolution of the last General Meeting of proprietors, the directors of this company are ready to RECEIVE TENDERS of LOANS OF MONEY, in sums of not less than £100, and for terms of not less than Three, nor more than Seven, years, on security of LOAN NOTES, under the corporate seal of the company, bearing interest at the rate of 4½ per cent. per annum, payable half yearly.—Tenders, expressing the sum, the term of years, and the residence of the lender, to be addressed to the secretary.

By order of the board of directors,

Bristol, Office, 30, Broad-street, Sept. 2. J. B. BADHAM, Secretary.

Interest Warrants will accompany the Loan Notes.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—CONTRACTS FOR WORKS.—EXTENSION OF TIME.—The directors of this company having been applied to by several contractors for an extension of time, to enable them to copy the plans, specifications, &c., of the Dinting Vale Viaduct, No. 6, and the Longdendale Contracts, Nos. 7 and 8, have agreed to POSTPONE the LETTING of the above-named works until the 28th instant, at the company's office, 15, Piccadilly, Manchester, where tenders are to be delivered not later than Twelve o'clock at noon on that day.—By order,

Manchester, 15, Piccadilly, Sept. 14. JOHN PLATFORD, Sec.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—CONTRACT FOR WORKS.—The directors are now ready to RECEIVE TENDERS for the following works:—

CONTRACT No. 6, or DINTING VALE VIADUCT CONTRACT.—To commence at the termination of the Glossop Contract, in a field, No. 236 on the plan, in the parish of Glossop, and to terminate in a field, No. 240 on the plan, in the said parish—the length of the viaduct being 484 yards, or thereabouts.

CONTRACTS Nos. 7 and 8, or LONGDENDALE CONTRACTS.—To commence at the termination of the Dinting Vale Viaduct Contract, and to terminate in a field, No. 1 on the plan, in the parish of Glossop, near to the entrance of the Summit Tunnel—the length being six miles and 73 chains, or thereabouts.

These contracts to comprise the whole of the works necessary for the completion of the lengths of the railway herein mentioned, including the ballasting and laying of the permanent road, except the rails and chairs, which will be found by the company. The contract is also to include the maintenance of the works for twelve months after their entire completion.—Plans, sections, specifications, and draft forms of contract may be seen on application to the Secretary, at the Railway Office, 15, Piccadilly, Manchester.

Sealed tenders, addressed to the Secretary, and endorsed "Tenders for Works," to be sent in on or before TWELVE O'CLOCK AT NOON, ON WEDNESDAY, the 28th SEPTEMBER INST., after which day no tender will be received.

Printed forms of tender may be obtained at the office, and no others will be attended to.—The directors will not consider themselves bound to accept the lowest offer.

By order of the board,

Manchester, 15, Piccadilly, Sept. 14. J. PLATFORD, Secretary.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—TENDERS for LOANS.—The directors are prepared to GRANT MORTGAGES, under the powers of their Act of Parliament, for LOANS of MONEY in sums of not less than £200 each, and for periods of three, five, or seven years, at the option of the lender. Interest at the rate of 5 per cent. per annum will be paid half-yearly, for which interest warrants will be given for the period agreed on, payable at the company's bankers, in London, Manchester, or Sheffield.—Further information may be obtained at the company's offices, in Manchester or Sheffield; at the office of T. J. Parker, Esq., Sheffield; Messrs. Bagshaw and Stevenson, Manchester; or Messrs. Johnson, Son, and Weatherall, Temple, London.

Manchester, April 27. By order, JOHN PLATFORD, Sec.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—FORFEITED SHARES.—By a resolution passed at a Special General Meeting of the shareholders, held at Sheffield on the 17th day of January last, interest at a rate not exceeding 5 per cent. per annum will be paid on all shares on which the full amount of calls has been paid, until such time as the railway shall have been opened six months throughout.—The directors are now prepared to RECEIVE TENDERS for any portion of the [illegible] SHARES which were FORFEITED at the last half-yearly general meeting, on the 31st August last, and which will be sold as having the full amount of calls now made paid up (viz., £92 10s. per share). Purchasers will be entitled to interest at 5 per cent. on that amount from the date of purchase, until six months after the railway shall have been opened throughout. These shares now offer to capitalists great advantages as an investment—the Treasury having granted their first loan of £[illegible]. The line will be further opened to Glossop early in November next. All the shafts of the Summit Tunnel are now down, and [illegible] yards of the double line of railway have been driven within the last six months—making [illegible] yards now driven; and before the 1st March next, it is now ascertained they will be opened throughout, and the undertaking placed in the position in which its advantages so eminently entitle it.

Any further information may be obtained on application to the Secretary, at the company's office, 15, Piccadilly, Manchester; or at the chambers of Joseph Locke, Esq., engineer to the company, Abingdon-street, London.

Sealed Tenders for the purchase of shares to be addressed to the Secretary, on or before the 29th day of September inst., endorsed "Tender for Shares."

By order,

JOHN PLATFORD, Secretary.

15, Piccadilly, Manchester, Sept. 14.

MR. SAMUEL HALL'S PATENT SMOKE-CONSUMING APPARATUS.—The following PAPERS may be had GRATUITOUSLY, on application, by letter, to Messrs. H. and W. Gard, 61, Moorgate-street, or Mr. Hall, 18, King's Arms-yard, London:—

"Refutation of Mr. Josiah Kearsley's [illegible] Report to the Directors of the [illegible] Railway," respecting the above apparatus;

"Remarks on Mr. John Fox Bell's [illegible] it may be called, of Mr. Josiah Kearsley's, [illegible]" as advertised by Mr. Bell in the *Railway Times*, the *Railway Magazine*, and [illegible];

"[illegible] of the pretended [illegible] of Mr. Charles [illegible] Williams," as displayed in his paper published on the [illegible] the *Mechanics' Magazine* and *Mining Journal*.

SMOKE NUISANCE.—ECONOMY OF FUEL WITHOUT THE NUISANCE FROM SMOKE, by C. W. WILLIAMS'S AIR FURNACE. —The principle of this furnace consists in the mode by which the air is introduced to the gaseous matter evolved from coal, whereby a more perfect combustion of the [illegible] is effected, the process being [illegible] as explained by Mr. Williams, in his Treatise on the Combustion of Coal. A furnace, constructed on this principle may be [illegible] in daily work in [illegible] Liverpool and [illegible] Water-works, [illegible]-street, Liverpool.

For further information, apply to [illegible] and Co., agents, 2, [illegible], Cross-street, Manchester; or to Mr. C. W. Williams, Liverpool.

MR. HALL'S "SMOKE-CONSUMING" PATENT.

Liverpool, Sept. 20.

To W. Y. Caister and Samuel Crompton, Esqs., Honorary Secretaries to the Manchester Association for the Prevention of Smoke.

Gentlemen,—Mr. Hall having adopted the extraordinary proceeding of lithographing a letter of mine, addressed to him in 1839, and, as he himself states, of "sending a fac-simile to every member of the British Association at the late meeting held at Manchester," accompanied by a letter from himself to you, containing much misrepresentation, I submit the following observations on the same; and, first, to state that this insidious and unwarrantable proceeding, being taken without my knowledge, although meeting and speaking to Mr. Hall at the meeting, I had no opportunity of exposing its fallacies and errors before the meeting had separated. I first saw these lithographs when Mr. Houldsworth, of Manchester, handed me the copy addressed to himself, remarking, however, that it was not worth replying to, and I therefore took no further notice of it.

Mr. Hall having subsequently tried his plan of burning coal in the Star locomotive engine, at Liverpool, I was induced to examine his mode of admitting atmospheric air, and found it to be a direct infringement of the principle and mode adopted by myself, although most injudiciously applied by him, as I shall hereafter prove. Three several trials were made in July, the last in the presence of Mr. Hall himself, and all equally unsuccessful, as stated to me by a person to whose word and opinion I attach more credit than to that of Mr. Hall; and although the latter states that "the apparatus acted perfectly well, and the smoke was consumed effectually"—the latter, however, being a chemical and physical impossibility.

Apprehensive that the principle of my own patent might be prejudiced by Mr. Hall's misapplication of it, I wrote the letter which appeared in the *Mechanic's Magazine* of the 3d instant (and for which Mr. Hall has foolishly endeavoured to frighten or silence me by the threat of legal proceedings), undertaking to prove the three propositions there stated. This letter of mine brought forth Mr. Hall's second letter, inserted as an advertisement, in the *Mining Journal* of the 10th instant. My present purpose is to reply to both, the subject being one of great public interest, involving several important chemical and practical details, and being directly connected with the object to which, during the last eighteen years, as a matter of business, and as managing director of the Dublin Steam Company, I have paid great attention; and on which, also, I am now engaged, with a view to the publication of the second part of my *Treatise on Combustion, Chemically and Practically Considered*.

[illegible]

and which all were sensible of, that the back part of the smoke-box had been red-hot during the trip—thus confirming Mr. Kearsley's report. The cause of this I will explain when I come to comment on Mr. Hall's injudicious and unsanctioned introduction of the atmospheric air. My further comments shall appear in my next.

I am, gentlemen, your obedient servant,

C. W. WILLIAMS.

ON THE RESISTANCE OF WATER TO BODIES MOVING THROUGH IT.

The general monthly meeting of the Liverpool Polytechnic Society took place on Tuesday evening, the 13th instant, at the Royal Institution.

JOHN GRANTHAM, Esq. (*President*), in the chair.

The CHAIRMAN, in a brief address, expressed the pleasure he felt, after the vacation, to resume the office he had the honour to fill; and, while he lamented the commercial depression that had existed, and still continued to a considerable extent, and which tended to throw a damp upon scientific pursuits, he congratulated the meeting on the improvement that had taken place, and which he trusted would call forth new exertions on the part of the members to further the objects of the society. During the recess, the committee had determined to award prizes, at the close of the present session, for communications, &c., of adequate merit, on several subjects; and, in doing so, it was thought advisable, in order to greater encouragement, to receive communications from parties at a distance, as well as from those resident in the town. He then called on Mr. John Steel for his promised communication "On the Resistance of Water to Bodies Moving through it."

Mr. STEEL said, it is impossible to obtain correct ideas respecting the resistance of water to bodies moving through it, without possessing a clear understanding of the laws affecting the generation and destruction of motion, to promote which object I shall direct your attention to the *vis inertiae* of bodies, by which is understood the disposition that all matter has to remain in any state in which it may be placed, whether of motion or rest, in conformity to which principle it is held that there is an essential difference between the *action* of a body in motion and the *resistance* of a body at rest. In case of impact between them, they both resist; or, as Gravesande expresses it, "a body in motion resists and while its motion continues, but while it loses motion—a body at rest resists not while it continues at rest, but while it is requiring motion." From this principle of inertia it is obvious in case a moving body meets with any obstacle to its motion. The obstacle (of whatever kind) will give a resistance proportionate to the *force* of the blow with which it is struck—that is to say, if the body in motion has a velocity of ten feet per second, and impinges on another body at rest, there will be a given resistance, which resistance will be doubled provided the velocity of the moving body be increased to twenty feet per second. In addition to inertia, there is likewise the cohesiveness between the particles of bodies which may and does occasion resistance, both in solids and fluids. Thus, in the case of a log of wood lying loosely on the ground, and a projectile being sent against it, the resistance to the projectile will depend on the cohesiveness and inertia combined, for, supposing the force of the blow does not separate the particle or fibres of the wood, the projectile will meet a resistance equal to the whole momentum of the log of wood, because, as one particle cannot move without the others, unless separation take place, and so, by the supposition, the force of the blow is not able to effect the separation of the particles, the inertia of the entire mass will be the resistance to the moving body; or, suppose, again, that the log of wood be fixed in the ground endways, and a projectile be sent against it, although the blow would be quite strong enough to overcome the inertia of the wood, yet, as it is fixed in the ground, it will not, perhaps, move, and in such case the resistance will be composed of the inertia of the wood, the inertia of the soil in which it is fixed, and the cohesiveness of wood to each other; and unless the latter resistance of itself were greater than what the force of the blow could overcome, it is obvious the motion of the projectile could not be entirely destroyed, as the wood would break. Having stated the laws of resistance from inertia, the next inquiry is—In what manner are we to estimate the comparative resistances of bodies? and how are we to measure the forces of various powers? It is clear that to measure any force we must do so by its effects, and the Newtonian mode; comparing the effects of different powers is to compare their contemporary effects—that is, their effects in any given time.—[Mr. Steel here quoted from several authors, expressly pointing out the absolute necessity of cause being time in all comparisons of powers].—By applying the principles laid down, the resistance of water to bodies moving through it becomes a matter easily understood, because, as the cohesion between the particles of water is almost, if not altogether, inappreciable, the resistance of water will consist entirely of inertia, the laws of which are simple, but, from not attending to them, great difficulties have been supposed to exist in the calculations of the resistances of fluids, the general principles of which, as stated by writers on mechanics, is, that the resistances of fluids to bodies moving through them vary as the squares of the velocities, because, at double velocities, the particles of water give double resistance, and, further, in the same time the moving body has to meet with and remove twice the number of particles; but it is to be observed that this statement of the law of fluid resistance always supposes that in the comparison of the resistance at different velocities the same time is occupied in the experiments, for the Newtonian theory is expressly based on that supposition, which is fully stated in Parkinson's *Hydrostatics*, to the effect that the resistance of fluids (like the resistance of solids) is to be measured by the quantity of motion acquired by the fluid, or by the quantity of motion lost by the moving body in a given time, and, as the latter is the more easily measured, the resistance of fluids is generally measured in that manner. It is important to observe, then, that the philosophic theory is that to produce a double velocity in a moving body, there must be exerted a power of double intensity, which has to be supplied twice as fast, which is the *rationale* of quadruple theory of the books,* but which theory practical engineers, philosophers too, have strangely misunderstood to mean. That, to produce a double velocity, it is requisite to exert a power of quadruple intensity, having to be supplied twice as fast, thereby occasioning an absolute expenditure of power in the same time as 8 to 1, when the velocities are as 2 to 1. To illustrate this point, Mr. Steel quoted from Mr. Booth's pamphlet *On the Theory and Practice of Propelling through Water*, and from Gordon, *On Elemental Locomotion*, containing the statement made by Mr. Palmer, before the committee of the House of Commons in 1835, on the Manchester Railroad Bill, and also from the evidence of Mr. Rastrick, the engineer, as given before the same committee. This error of the engineer's has arisen from the manner of making experiments, in which weights have been the motive power, for the engineer's theory has rested on the fact, that when the same arrangement of machine was used in the experiments at different velocities, there was always required a quadruple weight to impart a double velocity. Thus, in Colonel Beaufoy's experiments, made for the Society of Naval Architecture, it appeared that when he doubled the velocity of his boats moving through water, he had to quadruple his weight, and when the velocity of his boat was increased three times, he had to increase his weight nine times. Mr. Booth was the first to make experiments in which, at a different velocity of the boat, he altered his machine, and it was matter of surprise to find a great difference between the results of his experiments when thus made, and of experiments made in the ordinary method, and he justly attributed the difference to the peculiarities of the laws of gravitation, as affecting bodies falling at different velocities; but he had not a just idea of the quadruple theory, and, consequently, did not arrive at a sound conclusion on the matter. Mr. Booth's experiments were made on a small boat, in a large trough of water. He affixed a string to the boat, which string passed over a pulley at the end of the trough, so as to keep it always in an horizontal position; and then the string was carried upwards, and passed round a pulley fixed on a shaft of light wood, upon which were pulleys of various sizes. His first experiment was made by hanging a 2 lb. weight on a pulley of the same size as that to which the string from the boat attached. The result was, the 2 lb. weight descended 7 ft. 6 in. in six seconds, dragging the boat the same distance in the same time. Everything remaining the same, he substituted an 8 lb. weight for the 2 lb., and then the result was—the 8 lb. weight descended 7 ft. 6 in. in three seconds, dragging the boat the same distance in the same time. These two experiments were in conformity with the common theory—viz., a quadruple weight or power expended twice as fast when a double velocity was given to the boat. How is this to be explained? Facts never contradict each other. How, then, is this to be reconciled with the theory before stated? It is a fact, that all bodies, if unimpeded, would fall at the same velocity; thus, a feather and a guinea, in a vacuum, fall at the same speed, but, in the atmosphere, the feather would fall slowly and the guinea quickly, the difference being attributed to the resistance of the air. It is obvious, if the resistance of the air bore the same ratio to the weight of the guinea as it did to the weight of the feather, that they would fall at the same rate. From this it is manifest that a difference of velocity in falling bodies can only take place when there is a difference of relation between the resistances and weights. By applying this principle to Mr. Booth's experiments, the difficulty is cleared up. We find the 2 lb. weight gave a certain velocity to the boat, which, by the law of inertia, would occasion a corresponding resistance. For making the weight to fall at a double speed, by increasing the weight to 8 lbs., it gave a double velocity to the boat, thereby occasioning a double resistance in the water; but, before the boat could attain a double velocity, the weight would have to fall twice as fast as in the first experiment, which could not happen unless the relation between the weight and the resistance were doubled—that is to say, as the boat, at a double velocity, has to overcome a double resistance, it will require double power; and as the ratio between the weight and resistance has also to be doubled before the weight can fall twice as fast, there will be required double power for that also, making a quadruple *weight* (not *power*) requisite to produce a double velocity, and to overcome its concomitant double resistance. Mr. Booth's third and sixth experiments were made by causing the string of the boat to pass over a pulley twice the size of that to which the weight was attached—consequently, the boat was dragged at twice the speed of that at which the weight fell. The result was, as between experiments 3 and 6, the same ratio of resistance maintained as between 1 and 2, but when No. 3 or 6 was compared with No. 2 there was a wonderful difference. In No. 2 it required 8 lbs. falling 7 ft. 6 in. in three seconds to drag the boat 7 ft. 6 in. in three seconds; in No. 3 it only required 5 lbs. falling 7 ft. 6 in. in six seconds to drag the boat 15 feet in six seconds, the motion of the boat being at the same rate as in No. 2; but observe, the weight only fell at half the rate as in No. 2, and, consequently, the relation between weights and resistance were different, and taking into account that the friction of the shaft was also different, we have a full explanation of the whole matter; for, according to the theory now advocated, a quadruple weight falling the same distance, and dragging a boat at double leverage, will produce exactly the requisite conditions of the quadruple theory—that is, a double power moving at double speed; but in Mr. Booth's third experiment there was only 5 lbs., not 8 lbs. To what is the difference attributable? Some persons may doubt of the friction being sufficient to account for the difference as between 8 lbs. and 5 lbs., but it is easily shown to be so. The axle of Mr. Booth's shaft consisted of half-inch iron, working in a hole in a prop made of wood; and there does not appear to have been any means taken to obviate the enormous friction consequent upon such an arrangement, as, on Mr. Booth being applied to on the subject, his answer does not mention that such means had been taken, and as the shaft was made of light wood, it is reasonable to suppose the prop was of the same material. It is to be observed, that friction is a thing but imperfectly known, but there is sufficient known to assure us that increase of weight upon an axle makes a difference in the friction, and also that an increase of speed makes a difference; and as in No. 2 the weight was 8 lbs., and in No. 3 only 5 lbs., and as in No. 2 the axle turned round twice as fast as in No. 3, it is evident there must have been much more friction in experiment No. 2 than in No. 3. I am aware engineers have a theory that friction is the same at all velocities, but it can easily be shown such is absurd. Mr. Steel here quoted from Mr. Booth's pamphlet, Gordon, and others, stating this principle, more especially as referable to railroads, upon which subject he then proceeded. It is surprising to find men of eminent ability, in the face of their own every-day experience, adopting such a theory; thus it appears admitted on all hands, that supposing the load to remain the same in a railroad train, it will require an engine of double power to drag it at a double speed, and as in the same time the engine will travel twice as far; it is obvious that there will be consumed a quadruple quantity of steam, because, as the area of the piston will be double, each stroke will consume a double quantity of steam, and to go double distance the engine will have to make twice the number of strokes. It is true, that if you merely estimate the consumption of steam, while travelling a given distance, that then the quantity of steam consumed will only be double; but that would be to set at nought one of the fundamental laws of Newtonian philosophy, which is, to estimate various powers and resistances by their contemporary effects—that is to say, by their effects in a given time, in which case railroad travelling has no advantage over water conveyance, in which the law is undoubted. "That the resistances at different velocities is as the squares of the velocities." But it may be objected to me, if you maintain that it does not require an octuple expenditure of steam-power in a given time to propel a boat through water at a double speed; how do you reconcile your theory to practice? for instance, Mr. Seaward read, to the Society of Engineers, a table of the practical results of steam navigation, which approximated very closely to the octuple theory—to this I answer, that a mere table of results is not of much authority without the data from which it was calculated; for men of the greatest eminence occasionally make great errors in calculating the results of their own experiments; thus, in Mr. Wood's work on railroads, he gives the table of the power of locomotive engines, stating, that taking an engine of given power it will be able to drag different loads at different velocities—viz., at twenty miles an hour, twenty tons; fifteen, forty tons; ten, eighty tons; which is exactly the octuple theory, because, at twenty miles an hour, the engine will use twice the quantity of steam it uses at ten miles an hour, supposing it to be at work for an hour in both cases, and we may, therefore, take the table as showing that the same quantity of steam at double speed will only drag one-eighth the weight that it can drag at single speed. The most surprising part of this table is, that it contradicts the experiments made by Mr. Wood himself, and is in opposition to every other authority; for instance, Mr. Rastrick's table in the *British Encyclopaedia*, article "Railroads." On examining the report of the evidence before the Committee of the House of Commons of 1835, I find that both the promoters and opponents of the Liverpool and Manchester Railroad Bill were quite satisfied that on a railroad, if you applied a given power to a given load, you always produced the same effect, no matter at what velocity you dragged the load; whereas on a canal, if you doubled the velocity you had to increase the power eight times; and to prove this position Mr. Palmer calculated a table, which was handed into the committee, stating the comparative effect in dragging a load as between a canal and railway. By the table it appears the canal effect was much greater than the railroad effect at all velocities less than 4½ miles per hour, but at higher velocities the railway effect was infinitely greater than the canal effect. Thus the effect of 1 lb. at four miles per hour per canal was 200, per railway 180; 1 lb. at two miles per hour per canal was 1600, per railway 180. In conclusion, Mr. Steel stated that the great difference between steam-vessels and locomotive carriages was, that the fulcrum of the steamer was moveable, but the fulcrum of the locomotive was fixed; there was also a difference in the increase of resistance at high speed from the wave the steamer created at her bow, and also from the water not closing in upon her stern as she passed through it, which two kinds of resistance were denominated by Colonel Beaufoy as *plus* and *minus* pressures, on the subject of waves. Mr. Steel read some extracts from the report made by Mr. J. S. Russell to the British Association in 1834 and 1835, but as they had no immediate reference to the laws of inertia, we do not deem it necessary to quote them.—Mr. Steel was heard with much attention, and was cheered at the close of his address.

The CHAIRMAN invited any remarks which gentlemen present might think fit to make, and a short discussion ensued, in which Mr. Booth, Mr. Lord, Mr. Steel, the chairman, and a few others took part. Mr. Booth supported the accuracy of his experiments, and Mr. Lord also questioned some of the positions of Mr. Steel, who explained, and urged with equal confidence the data on which he had proceeded, and the deductions he had drawn from them. The chairman remarked (and this appeared to be admitted by them all) that in the power required to propel a vessel through the water, much depended upon the form or model of the vessel's bottom.—A vote of thanks was passed to Mr. Steel for his communication.—*Liverpool Standard.*

* In support of this view Mr. Steel read an extract from [illegible] *Natural Philosophy*, referring his experiments on the pressure upon bodies at rest, occasioned by water flowing against them at different velocities. [illegible]

IRON VESSELS.—There are now in the iron shipbuilding yard of Mr. John Laird, of North Birkenhead, two vessels of rather singular construction. The first vessel is intended for a floating-light for the entrance of the Mersey. It is much longer than the present light ships, and is expected to have less motion, even in a rough sea, than the short wood vessel now in use. It will be ready for sea in about two months. The second vessel is building for the honourable the East India Company. It is intended for a pilot-boat in the Hoogley. Unlike our pilot-boats, which are small, it is of 200 tons burthen, and of more than ordinary breadth of beam. Its interior is to be completely finished in Liverpool. In the hold will be large tanks for holding water, with which, it appears, the pilot-boats on the Calcutta station always go to sea, that, in the event of falling in with ships short of water, they may supply them with so indispensable an article. The cabin will be a spacious apartment, lofty and well ventilated, with berths all round for the pilots. We need scarcely add, after the heading of this paragraph, that except the decks and the cabins, these vessels are wholly built of iron.

A scientific expedition, under the direction of the Academy of Sciences of St. Petersburgh, is about to proceed immediately to Siberia, to explore the vast country between the rivers Pjasida and Chatanga, extending to the Icy Sea.

BANKRUPTCY OF THE TWEED BANK.—The assignees under this bankruptcy have been very successful in disposing of the various properties which came into their possession. They have now sold by private bargain the greater portion of those which remained unsold at the public sale. The colliery of Scremerston [illegible] has been sold to Mr. Dickson, of the firm of Thorp and Dickson, of Alnwick, for 6250*l*. The two dwelling-houses, and other property on the north side of Bridge-street, to Mr. Wilson, ironmonger, for 1360*l*. Tweed House, to Mr. Manisty, of London, at a price, considering Mrs. Wilson's life interest in the property, equivalent to 1650*l*. Leasehold property in Eastlegate, to Mr. George Robinson, carpenter, for 115*l*. We are glad to remark that the above properties have been sold at fair prices. The only properties now unsold are the brewery in [illegible]-street, and 10½ shares of the Shipping Company. Williamson-hill is again to be offered for sale in November.—*Berwick paper.*

FRENCH INVENTIONS—FORMATION OF COMPANIES.

The French are certainly the most inventive people on earth, but it seldom happens that they bring their schemes to successful maturity. Amongst the extraordinary things recently announced was a substitute for gas, called liquid hydrogen, which was to cost only half as dear for an equal portion of light. A company was formed before the merits of the discovery could be tested, and now the shareholders find that the cost of their liquid is twice that of coal gas. The company, therefore, is all but dissolved.—Another association, however, has been formed for the same object, and it is announced that the liquid, in this case, will be two-thirds cheaper than gas. This will probably end also in smoke, although it is probable that we shall see very little in the way of light. Two years ago a man announced that he had discovered the means of fixing the electric light, of any size, within the circumference of three feet, and gravely proposed to light Paris at night by about half a dozen artificial suns. Wild as the scheme was, he found a few moneyed persons to back him in some expensive experiments, and it is still pretended that he will succeed; so that Paris, with half a dozen large electrical machines, will no longer stand in need of candles, oil lamps, or gas.—This is almost as grand an affair as that of the Venetian, some years ago, who pretended that he had discovered the means of absorbing the sun's rays during the day, and bottling them up for use at night.—There is another wild scheme on the *tapis*, for which attempts are making to get up a company. Charcoal having become excessively dear, it is proposed to collect all the vegetable refuse of the capital, and to carbonise the ligneous portion, so as to produce charcoal. The projectors calculate that this refuse is more than sufficient for the supply of the whole of the charcoal required for the capital, and the cost of which amounts to no less a sum than 12,000,000*f*. annually. That charcoal can be produced from refuse, such as potato-peel, cabbage-stalks, &c., there is no doubt; for Mr. Raspail, the eminent chemist, who has been employed by the projectors, has obtained some very good specimens; but the wiseacres have, in their estimates, overlooked one important fact. They propose to obtain their materials from the *chiffoniers*, who twice a-day go through the streets of Paris, raking in all the heaps of refuse in the streets for rags, old paper, and bones. They are to put into their baskets the refuse required by the company. This they can do, but it would require ten loads to each *chiffonier* for every one that he has now to carry; and the expense of carriage would amount to much more than the worth of the article. The artificial charcoal will, therefore, also end in smoke.

REGULATIONS OF RAILWAYS.

In the Act which was passed during the last session of Parliament, are two important provisions (the 15th and 17th), giving compulsory powers of taking lands where the Board of Trade should consider the same necessary for the safety of the public, and for increasing the power over servants of the companies in case of misconduct. By the 15th section it is declared—"And whereas by various Acts relating to railways, compulsory powers are given to railway companies of purchasing and taking lands for the construction of such railways, and it is provided that such compulsory powers shall not be exercised after the expiration of certain limited periods from the passing of such Acts; and whereas it is sometimes found necessary for the public safety that additional land should be taken after the expiration of such periods, for the purpose of giving increased width to the embankments and inclinations to the slopes of railways, or for making approaches to bridges or archways, or for doing such works for the repair or prevention of accidents as are hereinafter-described; be it therefore enacted, that in every case in which the lords of the said committee (Board of Trade) shall certify that the public safety requires additional land to be taken by any railway company, for such purposes as aforesaid, the compulsory powers of purchasing and taking land in the Act or Acts of such railway company, together with all the clauses and provisions relative thereto, shall, as regards such portion or portions of land as are mentioned in the certificate of the lords of the said committee, revive and be in full force for any such further period as shall be mentioned in such certificate. Provided always that any railway company applying to the lords of the said committee shall give fourteen days' notice in writing, in the manner prescribed by the Act or Acts of such company, for serving notices on landowners of their intention to make such application to all the parties interested in such lands, or such of them as shall be known to the company, and shall state in such notice the particulars of the lands required; and if any of such parties interested shall apply within the said period of fourteen days to the lords of the said committee, such party shall be heard by them before any such certificate is given. Provided also that where any such application shall have been made by any railway company to the lords of the said committee, upon which application any such certificate shall have been refused, the directors of such railway company shall, if required by the lords of the said committee, repay to the party resisting such application any expenses which he or they may have incurred in resisting such application." The other provision is very comprehensive, and under which any engine-driver, or any other person, may be seized who shall be found drunk on the railway, "or who shall wilfully, maliciously, or negligently do, or omit to do, any act whereby the life or limb of any person passing along, or being upon such railway, or the works thereof respectively, shall or might be injured or endangered; or whereby the passage of any engines, carriages, or trains shall be or might be obstructed or impeded." The penalty for all such conduct is two months' imprisonment, or any fine not exceeding 10*l*.

PREVENTION OF ACCIDENTS ON RAILWAYS.—A paper by M. Husu, of Brest, on the means of preventing accidents on railways by the breaking of an axletree, was read at the Academy of Sciences, on the 12th instant, and which was accompanied by a model, showing, with great simplicity, but conclusively, the value of the invention, which consists in such a modification of the wheels of the locomotive, that if the axle should break the wheel itself becomes an axle, and prevents any further accident. M. Husu has also invented a break, which, in the event of accident to a locomotive, would act simultaneously upon the wheels of all the carriages of the train. Already, since the melancholy catastrophe on the Versailles Railway, at least twenty inventions of breaks, having the same object as that of M. Husu, have been communicated to the Academy, or been otherwise announced, but up to the present moment it does not appear that either has obtained the unqualified approbation of the practical men of science, whose opinion on such a subject is entitled to weight.

ELECTRO-MAGNETIC LOCOMOTIVE.—Under the patronage of the directors of the Edinburgh and Glasgow Railway Company, Mr. Davidson, philosophical instrument maker, has been employed in a series of extensive experiments as to the practicability of applying electro-magnetism for propelling trains along the line of a railway. The experiments having succeeded so far, a machine containing six powerful batteries, huge magnetic coils, and three large magnets fastened on each of two revolving cylinders, through which pass the axles of the driving-wheels, has been constructed; and, on Saturday last, its motive capabilities were tested in one of the carriage sheds belonging to the railway company, in presence of several of the directors. The ponderous machine, weighing between five and six tons, was instantly set in motion on the immersion of the metallic plates into the troughs containing a solution of sulphuric acid. One curious phenomenon connected with the motion of this new and ingenious instrument, was the extent and brilliancy of the repeated electric flashes which accompanied the action of the machinery. The motion produced, although not rapid, was such as clearly to establish the principle that this agent is adapted to the purpose of locomotion; and it is only justice to the inventor to add, that he expressed himself sanguine as to his being able to obviate many of the difficulties which yet stand in the way of its being adopted in lieu of the steam-locomotives now in use. All present expressed themselves satisfied with the results of this, the first experiment upon the subject on a large scale.—*Edinburgh Witness.*

JEFFERY'S CEMENT—EXPERIMENTS AT WOOLWICH.—A great number of military and other gentlemen assembled in the marshes, a few days since, to witness experiments with concussion shells invented by Captain Norton, and a massive block of wood, about five feet long, and two feet six inches broad, formed of two pieces about fifteen inches square, joined together by cement, the invention of Mr. Jeffery. There were nineteen shells fired on Captain Norton's principle; nine of these, being of eight inches in diameter, were fired from a 68-pounder gun at 400 yards' range, and were constructed with leaden fuzes. Five of these shells answered remarkably well, but four did not burst. The other ten shells (32-pounders) were constructed with wooden fuzes, and nine out of that number burst on striking the butt-head; the other did not burst. The block of wood submitted by Mr. Jeffery was bored to the centre, exactly in the middle of the joining, and a 5½-inch shell inserted, for the purpose of tearing it to pieces. On a port-fire being ignited, the shell soon exploded, tearing the solid wood in all directions and into numerous fragments, but in no part separating the pieces where the joining with the cement was made. It has been made evident by the experiments which have taken place, that the wooden fuzes of Captain Norton have been successful, and the experiment by Mr. Jeffery has fully established the value of his invention, as it combines the important advantage of being insoluble in water. Mr. Jeffery had one of the fragments showing the joining preserved, to submit it to the Lords Commissioners of the Admiralty, by whose desire the experiment took place.

TALACRE MINING COMPANY—THE ENSUING MAYORALTY.

A court of aldermen was held, on Thursday last, at which the following extraordinary proceedings took place, some observations on which will be found in another column.—Alderman THOMAS WOOD rose to call the attention of the court to the situation in which he had been placed with reference to private aspersions, the substance of which had reached him in a circuitous way, in order to meet any charge against him. He was not aware of any specific charges. All was rumour; and, therefore, as he was not able to meet any accusations specifically, because nothing made itself tangible, he proposed to put into the hands of each of the aldermen a copy of Lord Denman's judgment, on an investigation of the whole facts, with an extract from the affidavit, explanatory of one part to which allusion had been made. He had thought of publishing the whole of the affidavits on both sides, but their length was so great [here the alderman held up an immense pile of papers as the affidavits] that he believed, and was advised, that it would be quite hopeless to tax the court with so voluminous a document. He would, however, deposit the papers in court, and there, or in private, answer any questions, or meet any charge which could be made, aware that he had been aspersed in all directions, and, he must say, most grossly persecuted. The alderman then delivered the following:—

Queen's Bench, Westminster-hall, May 10.

IN PARTE CHAPPELOW IN RE WOOD—JUDGMENT.

Lord DENMAN.—An application was heard last term to compel Mr. Wood, an attorney, to deliver up papers to three persons prosecuting the rule, and also to answer the matters of the affidavit, which are said to charge fraud and malversation in his professional conduct. That part of the rule which requires the delivery of papers was not pressed; in the argument it was sought to be modified, so as to enable parties to make a defence in some proceedings against them, but we find no sufficient grounds for making this part of the rule absolute to any extent or in any form. The complaint originates in a concern called the Talacre Mining Company, which came into existence about the beginning of 1835, and found itself greatly embarrassed, if not insolvent, in less than two years. Its misfortunes are attributed on the one side to the non-payment of calls by the shareholders, on the other to extreme improvidence in many, and to frauds and deceptions alleged against others, especially against Mr. Wood, who united in his own person many offices, and enjoyed great power, which he is charged with abusing, to the loss of the prosecutors, and for the sake of gain to himself. He was one of the original projectors of the undertaking, one of three trustees to whom the property was conveyed, a director as soon as the company was formed; he was also nominated as the permanent chairman of the company, which derived much of its influence from his name and character as an alderman and one of the sheriffs of London; he was at the same time, with his partner, and in that partner's name, the solicitor to the company; in this last character alone he is brought before the court. The charges against him appear in a letter from Mr. Asburst, the attorney for the prosecutors of the rule, who are three of the shareholders of this company. He is there said to have committed frauds in the purchase and sale of the mining properties; in advising other directors, especially Mr. Chappelow, to sign notes for the purchase money, while he himself declined to do so, on pretence of his being in a partnership; in passing off as the produce of the Talacre Mine, which turned out of very inferior quality, better coals, which came from the Bryn Mine; and in vaunting the excellence of that produced from their pits, and publicly asserting that it was both valuable and popular, when he knew that all the cargoes had been rejected as worthless and unsaleable. In the argument at the bar, the first charge took a more detailed form, as if Mr. Wood had, in conjunction with others, secretly purchased the properties very low, and afterwards, as the legal adviser of the company, had induced them to purchase them of him and his co-purchasers at an extravagant price. It was not denied that on this transfer the vendors to the company made what appears on the face of it to be an advantageous bargain for themselves; but recollect, that to Mr. Wood it was less so than it would appear to be on the affidavits, as he constantly refused, as he declares, to take the shares which form part of the price of those coal fields, though pressed to do so repeatedly; and although, certainly, some of the co-vendors kept them for their own use, this part of the case is left in some obscurity; but Mr. Wood denies all fraud in making this bargain, and shows that it was conducted throughout with the knowledge and approbation of the directors and the company. Mr. Chappelow, in particular, the most prominent among the prosecutors, was himself in office in more than one capacity—treasurer, auditor of the accounts, bearing all the statements, having access to all the books and papers, voluntarily becoming a director at a late period, inviting his friends likewise to join the company, and take a part in its affairs. The affidavit runs into great length in support of the rule. Mr. Wood's, the only one in opposition to it, is much longer. Some of the imputations it distinctly denies; some it explains, and on other points it recriminates on his accusers.

If the court were satisfied that frauds had been practised by Mr. Wood on the company, or on the individual proprietors, or on the public, we should still have to inquire whether this was done in the character of attorney before we could exercise a criminal jurisdiction in this summary method; and we may say in general that the opportunity of information possessed by all these individuals, and the actual acquaintance and concurrence with all that was in progress on the part of Mr. Chappelow, preclude them from the right of complaining against Mr. Wood, in respect to his acting for the company. Whether Mr. Wood's journeys to Dublin and other places, to promote the interests of the company, and the statements made by him, can properly find place in an attorney's bill, or whether the explanation of those statements contained in his affidavit be satisfactory, we are not inquiring. In this long history there is no concealment or deception practised by the attorney on his clients; the rule must, therefore, be discharged. We should be bound to discharge it with costs but for one fact—it is sworn that in February, 1841, a meeting was held at Mr. Wood's office, when it appeared that Levason had sued Mr. Wood and others on their covenant with him for a large part of 15,000*l.* Wood introduced the subject, and led Chappelow and Taylor, as they swear, to believe that this debt was due from the company, and urged them to sign notes for the payment of the reduced sum of 13,000*l.*, agreed to be accepted by Levason; the form of note was settled by Mr. Wood. Chappelow himself made himself liable to 5617*l.*, and Mr Wood, when some were handed him to sign, objected that he could not, by reason of his partnership. It was stated that Chappelow had been sued on such notes, Wood acting as his attorney, and is now in prison by virtue of a judgment. On this matter Mr. Wood denies that he introduced the subject, or gave the form of note, or acted as attorney for the company, a Mr. Slaughter having previously been resorted to in that capacity. He says, also, that he took no other part than as chairman, seeing the proceedings faithfully recorded; but he does not deny that when Levason was suing him personally for a legal debt he presided at a meeting, when it was resolved that that debt should be satisfied by the notes of Chappelow and others, who do not appear to have owed any legal debt to Levason, and certainly were not sued for any, nor that he himself refused to sign such notes when handed to him. It is not easy to understand how he could divest himself of the character of solicitor for the company for that special occasion. Mr. Slaughter was, indeed, called in, but not adversely to Mr. Wood, and he makes no affidavit. At the public meeting held immediately before, it had been resolved that the company was considerably overcharged for the works purchased, and that Levason's claims were open to investigation. This whole matter appears to us so suspicious, and, we must add, so incorrect, that Mr. Wood has no right to complain of the rule being moved for by those who have suffered by following his advice at a time when he was solicitor to the company, and they were called upon to pay as members of the same company. We, therefore, think that the rule must be discharged without costs.

EXTRACT FROM MR. WOOD'S AFFIDAVIT AS TO THE SETTLEMENT ALLUDED TO IN THE JUDGMENT.

Saith, that a statement of the proceedings of the extraordinary general meeting was printed and circulated according to a resolution of the said meeting, and the said paper marked No. 3 is one of the papers so printed and circulated.

Saith, that previous to the said meeting in February, 1841, this deponent was then sued with others in respect of his covenant, for the payment of the said sum of 15,000*l.*, part of the said sum of 13,000*l.* secured to be paid to the said Lewis Levason by the said deed of the 19th of November, 1839; and that such fact was made known to the general meeting before the said resolutions or any of them had been agreed to; and deponent saith that immediately after the said last meeting at the George and Vulture, the said William Chappelow, not wishing to resort to the office of the secretary, whose conduct he was impeaching, nor to incur the expense of meetings at the George and Vulture, agreed to hold a meeting at this deponent's office in Corbet-court, Gracechurch street, when the subject of this demand was introduced, not by this deponent only, but by other parties, who were then also sued, as well as by Mr. Slaughter, who having been instructed by the said William Chappelow and others to interfere and procure a settlement with Mr. Levason, had already undertaken the matter, and had had several interviews with the said Mr. Levason and his solicitor.

Saith, that the said Mr Slaughter having agreed upon terms of settlement, attended the said meeting so held at this deponent's office, and reported the terms of the agreement, and stated that he had prevailed on Mr. Levason to call 2000*l.*, and take only 11,000*l.* instead of his original demand of 13,000*l.*, to being paid his interest and costs, and that Mr. Levason was with his solicitor in the neighbourhood to complete the arrangement; and when the whole matter was finally settled, the said George Taylor himself gave the necessary the money to purchase the stamps upon which the said notes were drawn, the full particulars of which settlement were entered in a minute book of the said company, so taken away by the said William Chappelow, and which, as this deponent believes, is now in his possession or under his control.

Saith, that the said Mr. Slaughter acted in the matter for the said company by the appointment of the said William Chappelow and others as directors, and to the best of this deponent's remembrance and belief, the said Mr. Slaughter then advised the said directors, that, in his opinion, Mr. Levason's covenant could not be compelled of, and stated that he thought Mr. Levason was entitled to all he claimed, or words to that effect.

Saith, that he had nothing whatever more to do with the settlement than to see the terms proposed and agreed to faithfully entered on the minutes.

Saith, that the said William Chappelow and the other directors entered upon the investigation of the claims of the said Mr. Levason, in pursuance of the said report so approved of and adopted at the general meeting of the 19th of February, 1841, as aforesaid, and that the said Mr. Slaughter made the said settlement of his claims, as deponent believes, in obedience to the instructions given by the said resolutions, passed at the said meeting, his said claims being in respect of the affairs of the said company, and having been put in suit against several of the directors and shareholders.

Saith, he does not be acted as the attorney of the said company, but simply as their agent and director, the settlement of the affair being entrusted to the said Mr. Slaughter.

Denies that the rules were ratified or approved of by him; but he says they were the terms suggested as part of the settlement, to which this deponent did not advertise, except to see the facts and circumstances correct, and that he this deponent declined signing such bills, not because he was prohibited by the articles of partnership, but because he was in partnership, which he considered a sufficient reason to induce him to decline signing bills.

Alderman WILSON requested to be informed whether the Talacre Mining Company, of which Alderman Thomas Wood was chairman and secretary, was not 30,000*l.* in debt?—Alderman T. WOOD—By no means.

Ald. WILSON said it had been stated to him not only that the Talacre Coal Mining Company was 30,000*l.* in debt, but that Mr. Chappelow, who was the only man of property connected with the direction of the concern, had become a bankrupt in consequence of the connection, and that the liabilities fell upon Ald. Thomas Wood.—Ald. T. WOOD said it was erroneous to say there was but one man of property amongst the directors, or that the liabilities were of a serious nature. Arrangements of a satisfactory kind had been made with respect to the transactions in the company, and he courted inquiry, and was ready to answer any specific charge.

Ald. COPELAND said he should exercise the utmost candour on the subject. It struck him forcibly that any gentleman who expected to fill the chair of the city of London should be free from the apprehension of being made amenable to the bankrupt laws. If a magistrate were amenable to those laws a grave question would arise as to whether the allowance to the Lord Mayor did not become as a vested right.

Ald. WILSON stated, that in the event of a bankruptcy, to which, as a partner in a coal mine, the candidate for the mayoralty might become liable, any creditor might attach the Lord Mayor's allowance in the Lord Mayor's Court.

Ald. T. WOOD repeated that his liabilities were of no importance, and that all the accusations amounted to nothing more than hearsay.

Ald. COPELAND observed that, in the event of the exercise of any power possessed by creditors, if a Lord Mayor become bankrupt, the corporation might find themselves plunged into inextricable litigation. The court should, he thought, be well informed upon that point before the day of the election of the chief magistrate.

Ald. WILSON said the information he had received was contained in the paper called the *Mining Journal*, which contained such charges against Ald. T. Wood, as, if they were without foundation, called for the severest punishment. In addition to that information, he had seen a report, drawn up by a member of the corporation, of whose veracity he had never heard any question, and describing conduct which certainly could not be called honest. That report stated that Ald. T. Wood had produced coals as the produce of the Talacre Mine, which coals had been conveyed from a mine of a very different quality. Now, the court of aldermen must require explanations of such charges. A pamphlet, too, had appeared, containing more broad assertions than those contained in the *Mining Journal*, so that a man with an atom of spirit would at once have resented such accusations if they were founded in error or malignity. It was stated that the only solvent man amongst the directors had been ruined.—Ald. T. WOOD—It is wrong to say there was but one solvent man amongst the directors.—Ald. WILSON declared that it was positively asserted that the person he alluded to, having become a bankrupt, got rid of the 30,000*l.* liabilities, which thereafter devolved upon Ald. Thomas Wood. Now, if Ald. Thomas Wood had traded in coals, he certainly became liable to the bankrupt laws; but if he did not become liable, it was not an atom the more honourable in him to shelter himself under his profession. It was the duty of every person who sought such an office as that of chief magistrate to clear away any imputation against him. The paper put into his hand, as the judgment of Lord Denman, conveyed in his (Alderman Wilson's) opinion, a heavy censure, instead of exoneration.—Ald. T. WOOD said the whole of the charges, from beginning to end, had been most satisfactorily refuted by the affidavit put into court, with the exception of one part, which he was prepared to account for to the full satisfaction of those who would undertake an investigation.

Ald. FAREBROTHER stated that, as soon as he saw the *Mining Journal*, he asked Ald. T. Wood whether he did not intend to proceed against that paper by information, and declared that he (Ald. Farebrother) would do so if it were his case.—Ald. T. WOOD said he certainly had prepared legal documents for the purpose of proceeding. He, however, upon consulting his friends as to the propriety and expediency of adopting such a course, and he was strongly recommended by them not to take legal proceedings, but to meet any charges which might be brought against him honourably before the court. He felt bound to act upon such advice.

Ald. BROWN said, it was most desirable that, as a body, the court should act in amity. There was, however, a matter of more importance by which they must be guided. It was indispensably necessary that a gentleman who aspired to fill the high office of Lord Mayor should clear himself of everything stated to his prejudice. He did not mean the trivial tittle-tattle which abounded against public men—he meant, that when grave charges were made from the judgment-seat, he could not think of compromising his sense of duty by selecting the man who did not prove himself, under such circumstances, as the more proper of the two returned to the court as eligible candidates. He (Mr. Ald. Brown) would ask whether it would not be better for Ald. T. Wood to retire for the present year, in order to afford a proper opportunity of investigating the whole affair.

Sir PETER LAURIE suggested the course of submitting the case for inquiry to a committee.

Ald. WILSON declared that he had advised Ald. T. Wood to have the case referred to a committee in June last, but the proposition was declined. He had done his duty as a member of the court; he could not think of voting for a man as chief magistrate with such a judgment as that of Lord Denham over him. The office must be maintained in honour, and splendour, and hospitality. The allowance from the funds of the corporation was not sufficient to support it with becoming dignity, and a Lord Mayor ought to have property to enable him to supply the deficiency. Now, Ald. T. Wood said, when he was candidate for the office of city solicitor, a few years ago, that all the property he had he derived from his profession, and that he was not worth a thousand pounds in the world beyond the produce of his business.

Ald. T. WOOD said, he did not recollect that anything of the kind had passed. Whatever might be the opinion entertained by Ald. Wilson as to the indispensable ingredient of wealth in the composition of a Lord Mayor, he (Ald. T. Wood) had been elected alderman of his Ward after having been repeatedly applied to on the subject; and he believed he had given satisfaction as a magistrate. He had received the thanks of his fellow-citizens, too, for his conduct in the shrievalty. As for all that had been said about bankruptcy, the suspicion of such an event existed but in the imagination of those who alluded to it. He most declare that a more persecuted man, or one who less deserved persecution, did not exist. He had been advised not to proceed against the paper which maligned him, and he was sure the advice was sound.

Sir PETER LAURIE then moved that the court should go into committee on Saturday, or Monday, on the subject.—Ald. T. WOOD approved of the motion, and said he should submit all the papers to the committee. He was determined to have inquiry, and had never refused to give all the information in his power, and would refuse to answer any questions.—The motion was then put and negatived, four hands having been held up for it, and five against it.—The matter remains for future discussion.

TALACRE COAL AND IRON COMPANY.

COURT OF BANKRUPTCY—SEPT. 13.

IN RE WILLIAM CHAPPELOW.—This case, which was adjourned by Mr. Commissioner Fane two months since, was again brought forward to-day. It excited a great deal of interest, and the court was very full, it having been expected that some disclosures would have been made relative to Mr. Alderman Thomas Wood's connection with the bankrupt (who had ruined himself by following the advice of the worthy Alderman, acting as solicitor of the company), through the Talacre Coal and Iron Company, which cost much suspicion as to the honesty and faithfulness of the worthy alderman's conduct, while acting in the sixfold capacity of director, chairman, solicitor, trustee, vendor, and purchaser of the property (!) for the company.

Mr. JAMES, on behalf of the assignee, objected to the balance-sheet, it only giving a cash account since the dissolution of partnership between Chappelow and his son, which took place in the present year, about five months since.—Mr. ASHURST, for the bankrupt, said that all had been rendered that Mr. Commissioner Fane had ordered, which he thought quite sufficient.—Mr. JAMES denied that Mr. Fane had only required the accounts since the dissolution. He had stated that the bankrupt's accounts were only to show his own affairs, and not to meddle with those of the Talacre Coal and Iron Company. The long narrative handed to Mr. Fane had nothing to do with the bankrupt's affairs. Mr. Chappelow had, when in partnership with his son, 30000*l.* as capital; the assignee only wanted to know what had become of that money. Mr. Howard, for whom he appeared, had nothing to do with the Talacre Coal and Iron Company.—Mr. ASHURST said Mr. Howard had to do with the company, for he discounted the bills only to enable Chappelow to be proceeded against, Baker, on account of his partnership, not being able to do it himself. The fact was very plain, for, not having sufficient money, Mr. Howard paid Baker part of the sum, by making over an estate to him, which was mortgaged to the extent of 30000*l.*, he undertaking to pay off the mortgage.—Mr. Commissioner MIDDLETON said, in consequence of Mr. Fane's knowledge of the affairs of the bankrupt, and how the bankrupt stood with the company, he should adjourn the meeting until Mr. Fane returned, proper accounts to be provided in the meanwhile.—Mr. ASHURST had no objection to that proceeding, but he should abide by the present accounts, and, if any cause should arise to make any additions, such additions should be supplied to the court within the time named in the practice of the court.—Mr. HORRIDGE applied to prove a debt on account of a bill signed by Chappelow, Ald. T. Wood, and Davis, which was ordered, as some objections being made by Mr. Ashurst to the proof, to stand over until Mr. Fane's return.—Mr. ASHURST recommended Mr. Horridge to use the ordered portion.—Mr. Ald. T. Wood, for instance—instead of coming to the Bankruptcy Court to prove, or, if he liked it better, Mr. Davis could be met with, and that gentleman was equally solvent with the other.—This advice caused some excitement, and rather disconcerted Mr. Horridge.—The next meeting was then fixed for the 27th proximo.

SLATE FORMATIONS.

The following observations are occasioned by statements contained in an article entitled "Scriptural Geology," published in one of the Quarterly Reviews, and on which we intend founding a series of papers, to appear in consecutive Numbers of the Journal:—"I have found at Weymouth masses of agglutinated sea-weed, in the different stages of compactness, so exactly resembling slate in their appearance, more particularly the more perfect specimens, that the conjecture seems almost inevitable that these weeds are the material of slate formations. The one specimen is sufficiently soft, so as by delamination to allow its plates to be separated into layers of compressed sea-weed; the other specimen (so closely compacted as to be almost inseparable, and in appearance very like *papier maché*) resembles so much the first, and has become so exactly like common slate in its appearance and fracture, that there is little doubt but that it is the intermediate stage of induration of the weed between the former specimen and slate itself. Having some years ago noticed these facts, I have had my attention alive to appearances in the structure of slates; and in Westmoreland I noticed large slabs of slate, of the kind used for tiling, though of the coarser description, in which I perceived a sort of bulging inequalities, having a branching structure which, to my unsophisticated eye, had all the appearance of compressed stalks. In one of these slates there was a round stone, and the grain of the slate suited itself to it, just like the curved deviations in the lines of the grain occasioned by the knots in deal boards, or like the edges of the leaves of a book close pressed, in which a round pencil has been placed. The waving direction of the laminæ of the slate, which was large, was influenced from one end to the other by this obstruction to their regularity. This fact, which cannot be uncommon, seemed to prove that the laminæ of slate could not be of any kind of granular or clay-like formation. But probably a close microscopic inspection will prove what the structure actually is, if observations similar to the above are not deemed conclusive. The singular variety of fracture which belongs to the different kinds of slate may appear opposed to the idea that they are of the origin here indicated; yet, if inquiry should detect that this property is attributable more probably to the different direction of the pressure to which they have been subject, rather than to any chemical cause (though such may, however, be yet present), this difficulty would not oppose the conjecture as to the origin of slate, which such facts would seem to lead to."

LONDON ELECTRICAL SOCIETY.

The society met on Tuesday evening, the 20th inst., at No. 5, Cavendish-square.—The papers read were—1. "Observations by Mr. Weekes Relative to the History of the *Asseri Cranii*." He has observed that these extraordinary creatures propagate their species by the usual process of generation. He has seen, too, race after race become extinct, the survivors feeding on the bodies of the defunct, leaving legs and other exuvia. In opening the apparatus, with the view of obtaining specimens before the whole family became extinct, he was disappointed—only one insect, and that was hot, was seen. He anticipates that the flocculent deposite around the platinum anode may prove to be an inferior oxide of silicon, and may lead to determine the mooted question of the atomic weight of this element.—2. "Observations by Mr. Snow Harris upon Mr. Walker's papers on Lightning Conductors." Our readers are aware that Mr. Walker has recommended vicinal metallic masses to be connected with the lightning conductors, in order to prevent the possibility of a spark passing between them. Mr. Harris denies the necessity of this, and conceives it to be useless. He says that the charge may pass from an inefficient conductor to uninsulated metals, but not to semi-insulated. He examines the experiments given by Mr. Walker in illustration of his views, and marks the points in which he differs. He allows the *distinction*, but not the *difference*, between a Leyden discharge and a flash of lightning, and, differing from Mr. Walker, he prefers the Leyden to the prime conductor experiments. The difference between the two discharges he considers to be more a matter of intensity, than due, as Mr. Walker believes, to the direction of the discharge, and gives instances of side-circuits in Nature. We cannot attempt to enter into Mr. Harris's argument without the aid of diagrams; we should neither do justice to him nor to Mr. Walker. The matter is one of great moment, and needs attentive investigation. The practical result is which these two gentlemen are at variance is, that the one recommends, under certain circumstances, the union of vicinal bodies with the conducting-rod, and the other objects to such union as useless. The one prefers the flash from a prime conductor in his illustration of lightning—the other a Leyden flash. The paper is ordered to be printed immediately, and within a week will be in the hands of the public, at the same time with Mr. Walker's communication.—Mr. Weekes's "Electro-Meteorological Register" was then laid before the society.

COAL TRADE.

STAFFORDSHIRE.—The colliers have resumed work during the week at some of the pits of the following gentlemen, at the old prices (3*s.* 9*d.* per day) for thin coal; some of them, we understand, are receiving 3*s.* per day;—At Messrs. Parsons, Shaler, Leicester, Lowe, Fellows, Hurlstone, Baldwin, Banks, and Bagnall. In the neighbourhood of Wednesbury and Westbromwich the principal part of the pits are preparing to commence—some have already began—to work at 4*s.* per day for thick coal. A meeting of colliers was expected to take place at Westbromwich yesterday (Friday) morning; a few of the men assembled, but, after waiting about for a few hours, they quietly dispersed again.—*Examiner.*

WHITEHAVEN.—On Friday last the annual meeting of the owners and masters of vessels employed in the coal trade was held at the Black Lion Inn, Whitehaven; a good deal of conversation took place respecting the present unproductive state of the trade and other matters connected with it, after which the following gentlemen were appointed a committee of management for the ensuing year:—Messrs. W. Miller, W. Gaitskell, J. Cowman, T. Pearce, J. Tyson, B. Barwise, W. Carruthers, J. M'Minn, T. Cormick, J. Webster, and W. Sherwen. A vote of thanks was then given to the last year's committee for their valuable services, and the meeting separated.—*Herald.*

IRON TRADE.

RHYMNEY IRON-WORKS.—On Tuesday last a serious accident occurred to the blast-engine at the Rhymney Iron-Works, which, we regret to hear, will cause a large number of men belonging to that concern to be out of employment for some weeks. We have not heard how the accident took place, but the engine has sustained such damage as will take a month to repair. We are happy to add, that there was no injury to life or limb of any of the workmen.—*Monmouthshire Merlin.*

CYFARTHFA IRON-WORKS.—The new forge was set to work on Wednesday week. Although no fresh hands can be taken on at present, yet the condition of the workmen already in those extensive works will be materially benefitted.—*Ibid.*

MERTHYR TYDFIL.—The reports about this work in the iron districts respecting a change for the better are truly cheering, if correct; should Varteg and Victoria Iron-Works, the New Coal Works at Aberdare, &c., go on, workmen will be in demand once more. We happen to know that the new forge at Cyfarthfa is "off" since Wednesday, and more ore will be required from all the levels. Although an advance has taken place, yet such a demand for workmen, and full work to those employed already, will very much benefit all classes of the community. The most of whom have suffered greatly these last twelve months, and it is hoped a new era is dawning upon us.—*Guardian.*

DOWLAIS.—A GRIEVANCE REMEDIED.—All the miners were called together to the Schoolroom last Wednesday evening, the object being to redress the men's grievances with regard to the payments made by the petty masters. It seems that some of the workmen had been making complaints against the masters wishes for paying so late in the public houses on Saturday night; the principal agents have given notice that no payments are to be made at public-houses in future.—*Silurian.*

ON THE PRESENCE OF ANTIMONY IN ARSENIOUS ACID.—M. Wiggers tried, some time ago, to keep transparent fragments of arsenious acid under hydrochloric acid, in order to obtain them transparent; he did not succeed. The arsenious acid gradually became fluted and opaque; but the hydrochloric acid, decanted and tested, showed a very large quantity of oxide of antimony, SbO 5P. In many cases it may be important to detect this admixture, and in this respect the communication is not unwelcoming. The oxide of antimony is soluble in great part with the arsenious acid. The hydrochloric acid completely dissolves this impure arsenious acid, forming a solution which yields a white precipitate with water, and which, with sulphuretted hydrogen, at first gives a red precipitate of SbS 3P (sesquisulphuret of antimony), and then a yellow precipitate of sulphuret of arsenic. Nitric acid dissolves it with the aid of heat, leaving a residue of oxide of antimony containing arsenic acid, which readily dissolves in hydrochloric or tartaric acid, and forms with these acids solutions which present all the reactions of oxide of antimony. M. Wiggers ought to prove the presence of oxide of antimony in arsenic acids of commerce; he found it in some of them, especially in the arsenious acid of Andreasberg in the Harts, and not in the others.

PUBLIC COMPANIES.

MEETINGS.

Dannemorie Mining Company	26, Birchin-lane	Sept.	24	1.
Stockton & Hartlepool Railway	Station, Stockton		26	12
British Gas Light Co.	11, George yard, Lombard-street		28	1.
Royal Mail Steam Packet Co.	London Tavern		29	1.
Southampton Docks	George and Vulture		30	12½
Durham and Sunderland Railway	Commission Room, Sunderland		30	11.
Treleigh Consols Mining Assoc.	Office, 25, Threadneedle-st.	Oct.	3	12.
Roche Tin Mining Co.	George and Vulture Tavern		6	1.
South Metropolitan Gas Light, &c.	Three Tuns Tavern		10	11.
Tamar Silver Lead Mining Co.	Office, 21, Finsbury-square		27	2.
Rio de Janeiro Gold Stream Works	George and Vulture Tavern		31	1.

CALLS.

Birmingham & Derby Junction. 10s. per new sh. Sept. 29 ... Glyn, Halifax, and Co.
Preston & S. Shields Railway. 10l. per share; Oct. 10 ... Bagle, Bucbury, & Co.

DIVIDENDS.

Northern and Eastern Railway	1l. per share	Sept.	26.
Copiapo Mining Company	10s. per share, 22, Austinfriars		26.
General Steam Navigation Co.	[illegible], 69, Lombard-street		26.
Alliance Gas Company	As usual, 26, Finsbury-circus	Oct.	1.
Royal Bank of Ireland	3 per cent., Bank		1.
Bristol and Exeter Railway	12 0s. per share		6.
Droitwich Patent Salt Co.	[illegible], 90, Lower Thames-street		7.
Tamar Silver Lead Mining Co.	3 per cent., 44, Finsbury-square		11.
Ulster Railway Company	9s. per share		[illegible]

COAL MARKET, LONDON.

MONDAY.—Prices of coals per ton at the close of the market:—Adair's Main [illegible]

WEDNESDAY.—[illegible]

FRIDAY.—[illegible]

THE LONDON GAZETTE—BANKRUPTS.

TUESDAY.—[illegible]

FRIDAY.—[illegible]

NOTICES TO CORRESPONDENTS.

"V. R." (Lanivet).—Mr. John Budge's *Miner's Guide* has long been out of print, but it is now in contemplation, we believe, to publish a new edition. For any further particulars application should be made to the author, at Callington.

"A. D." (York).—Authentic Prices of Railway Stock, together with Weekly Traffic Returns, are published regularly in the *Mining Journal*; we should be glad if our correspondent could furnish any additional particulars to those in our last page, which would receive ready insertion.

"F. W." (Liverpool).—We are sorry to say we receive too many complaints of a similar nature to that we now acknowledge—irregularity in supplying the *Journal*; and we can only, as a general reply, state that the *Mining Journal* is regularly published about Two o'clock on Saturday afternoon, at the office, 1, Crane-court, Fleet-street, where it can always be obtained, and there is no cause for irregularity in its supply in town, other than neglect on the part of the agent through whom it is ordered; but, as respects country subscribers, the blame is shared with the Post-office authorities, who, if they are guilty of one-half the delinquencies attributed to them, should all be subject, in some way or other, to severe punishment.—The Journal can always be had, in Liverpool, of Messrs. Arnold and Sons, or any other respectable agent.

"E. M."—Apply to Messrs. Collinson and Flint, sharebrokers, High-street, Hull, who will readily render the information required.

"Gosca."—We have not heard the result of the *trial* with the *Bob* at *Redcross* Mine, but have reason to believe that it will "*fail not.*"

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, SEPTEMBER 24, 1842.

It was not our intention to have offered any further observations on the "doings" of Mr. Ald. THOMAS WOOD, and his connection with the nefarious proceedings of the Talacre Coal and Iron Company, until after the 29th inst., having, as we considered, done our duty in exposing the frauds practised, and leaving to the Court of Aldermen, the Court of Common Council, and the Livery of the City of London, to determine on the award which the justice of the case merited. The proceedings in the Court of Aldermen and in the Court of Bankruptcy, reported in our columns, leaves us no option as to the course we should pursue, while the remarks in the *Times* and *Morning Herald* of this day call for notice. It is evidently the object of Mr. Alderman THOMAS WOOD and his friends to avoid meeting the question, and they will, doubtless, use every endeavour so to mystify the real grounds of complaint as to mislead the Livery; but, in a few words, we shall endeavour to place the main points for consideration before them, and leave to "facts and figures" to determine whether we are justified in the language we have applied to Mr. Ald. THOMAS WOOD, and await the decision of the Livery on the 29th inst., to prove whether the opinion we expressed of the unfitness of that gentleman to fill the office of LORD MAYOR of the city of London is in accordance with their own.

The object which we had in view is achieved—the attention of our fellow-citizens has been directed to the charges we have preferred against Mr. Ald. THOMAS WOOD—and nothing but an inquiry into their accuracy can satisfy even the worthy Alderman, who, although he calls himself a persecuted man, knows—aye, as well as we do—that not one word which has appeared in the MINING JOURNAL reflecting on his conduct is aught but fact. We feel called upon to justify those remarks, by a brief recapitulation of the charges, but, in so doing, shall treat the subject as tenderly as possible, while we have to express our readiness, as well as power, to prove, before any committee which may be appointed, or any court in which the inquiry may be instituted, that each of the many charges can be fully substantiated.

As evidence of our desire to deal fairly with the worthy Alderman, we applied to that gentleman for a copy of the affidavits filed on his behalf in the Court of Queen's Bench, upon the application of Messrs. CHAPPELOW, TAYLOR, and HANDISYDE, "to compel Mr. WOOD, an attorney, to deliver up papers to the three persons prosecuting the rule, and also to answer the matters of the affidavits, which are said to charge fraud and malversation in his professional conduct," but with which the worthy alderman declined to furnish us. To avoid mistake, we have here quoted Lord Chief Justice DENMAN'S words on pronouncing judgment, in the course of which, it will be remembered, he used the following expressions:—"The whole of this matter appears so suspicious, and, we must add, so incorrect, that Mr. WOOD has no right to complain of the rule being moved for by those who have suffered by following his advice at a time when he was solicitor to the company of which he himself is a member."

It is unnecessary here to recapitulate the judgment, which is given at length in another column, and, therefore, we proceed to the case on which our observations have been founded.

The Talacre Coal and Iron Company was formed with a nominal capital of 300,000*l.*—thus divided: 3600 proprietors' shares, of 50*l.* each, representing 180,000*l.*; and 20,000 consumers' debentures, of 6*l.* per share, or 120,000*l.*—by Mr. JOHN DAVIS, of West Cork notoriety, Messrs. BAKER and LEVASON, Mr. Alderman THOMAS WOOD, Mr. ex-Deputy WESTON, and Aldermen HYNDMAN and HODGES, of Dublin, with one or two others. The company was formed, the prospectus issued, the shares subscribed, and debentures taken up before the property was really in the hands of the projectors, and for which the sum of 110,000*l.* was charged, which sum, by the preliminary arrangements made between the respective parties, was to be divided, with a slight deduction, amongst the concoctors of the scheme. Mr. Ald. T. WOOD was not only one of the vendors and purchasers of this valueless concern at so exorbitant a sum, but took upon himself the offices of trustee, chairman, director, and solicitor—thus precluding the possibility of any doubts arising as to his guilty knowledge and participation in the fraud.

We believe it to be true, that he did not, in the end, take to his quota of the free shares, but he is charged with being a party to their appropriation to himself. We have heard that he had them in his possession when in Dublin—that they were subsequently placed in the hands of Mr. WESTON, jun., the secretary—and only given up when the fraud was detected.

We regret there should be occasion, even thus briefly, to go over these points, but we owe it to ourselves to place before our readers and the Livery the gravamen of the charge preferred. The result of the election on the 29th will best prove whether the opinions at which we have arrived are consonant with those entertained by the body of the Livery at large. The following letter appeared in the *Herald* of this morning. We treat it as a hoax, but wish to give to the worthy Alderman the benefit, if any, he expects from the production, should it be genuine, of which, however, as we observed, we have our doubts:—

SIR,—The unjust malevolent remarks which have gained such ground against me are of the highest moment necessary to be corrected, and I have to request your kind insertion of this letter to say that every paper connected with the ill-fated Talacre is now in the hands of Mr. Ashurst, of Cheapside, who will, from his knowledge of the whole transaction, be at the Common Hall to answer every charge. The court of aldermen have negatived an inquiry; I am thus thrown on the livery to say whether I am to lose my station, my character, and all that is dear, or whether I am to occupy the proud office of chief magistrate. I am, Sir, prepared, Mr. Ashurst is prepared, to meet every question which spleen and ill-feeling can suggest.
Corbet-court, Sept. 23. THOMAS WOOD.

The following observations, bearing on the subject, appeared in our columns of the 14th of May last:—

The hearing of counsel to show cause why the rule obtained for the production of certain papers connected with the Talacre Coal and Iron Company, detained by Mr. Ald. Thomas Wood, in his capacity as solicitor of the company—as also to answer certain allegations, on which were grounded an application to the court, having for its object the striking the worthy alderman off the Rolls as a solicitor—should not be made absolute, took place on Saturday last. A report of the arguments of counsel will be found in our columns of to-day, and which we give as fully as possible, in consideration of Mr. Ald. Thos. Wood's threatened proceedings against us for exposing abuses, and developing the truth. It was our intention to have given the substance, or an abstract of the affidavits put in on both sides, but Mr. Ald. Thomas Wood having *declined* to furnish us with copy of affidavit filed by him, which, in itself, ought to have been an answer to the charges preferred, we deem it unnecessary to recapitulate the statements which have already appeared. A careful perusal of the report referred to, must, however, convince the shareholders, and every impartial reader, that a gross fraud has been practised, and that Mr. Ald. Thomas Wood has lent himself to the fraud. It is satisfactory to find that the opinion we expressed many months since, and repeated last week, have met with the concurrence of the learned Judge who presided on the rule being granted, and also that of the Solicitor General (the advocate for Ald. Wood) who distinctly express their opinion, that, if the allegations be true (and such they are), then that there are grounds for an indictment for conspiracy. This was the opinion we first entertained and expressed, and we regret that certain parties, now being sued, did not act on our counsel. The case is so fully entered into in the report as not to require further comment or remark, which we reserve until the judgment is given.

THE MINER.

"There's danger in the mines, old man," I exclaimed to a miner, who, with his arms bent, leaning against the sides of the immense vault, absorbed in meditation—"it must be a frightful life." The old man looked with a steadfast, but somewhat vacant, stare, and then, in half-broken sentences, he muttered, "danger—where is there not danger—on the earth or beneath it—on the mountain or in the valley—on the ocean or in the quiet of Nature's most hidden spot—where hath not death left some token of his presence?"—"Truly," I replied, "but the vicissitudes of life are various—the sailor seeks his living on the waters, and he knew each moment that they might engulf him—the hunter seeks death in the wild woods—the soldier in the field of battle—and the miner knows not but that the spot where he now stands to-morrow may be his tomb."—"It is so, indeed," replied the old man, "we find death in the means we seek to perpetuate life—'tis a strange riddle, who shall solve it?"—"Have you long followed this occupation?" I asked, somewhat struck with the old man's manner.—"From a boy—I drew my first breath in the mines—I shall yield it up in their gloom."—"You have seen some of these vicissitudes," I said, "to which you just now alluded."—"Yes," he replied, with a faltering voice, "I have. There was a time when three small boys looked up to me, and called me father; they were sturdy striplings. Now, it seems but yesterday they stood before me in the pride of their strength, and I filled, too, with a father's vanity! But the Lord chasteneth the proud heart—where are they now? I saw the youngest—he was the dearest of the flock—his mother's spirit seemed to have settled on him—crushed at my feet, a bleeding mass; we were together—so near that his hot blood sprung up into my face. Mol en lead had been more lasting than those fearful drops. One moment, and his light laugh was in my ears—the next, and the large mass came; there was no cry of terror, but transition to eternity as was the lightning's flash—and my poor boy lay crushed beneath the fearful load. It was an awful moment! but time, that changeth all things, brought relief, and I still had two sons. But my cup of affliction was not yet full—they, too, were taken from me. Side by side they died—not as their brother, but the 'fire-damp' caught their breath, and left them scorched and lifeless. They brought them home to the old man; his jewels—then whom earth's richest treasures in his sight had no price—and told him he was childless and alone. It is a strange decree that the old plant should thus survive the stripling things we shaded, and for whom it would have died a thousand times. Is it surprising that I should wish to die here in the mines?"—"You have, indeed," I replied, "drunk of affliction—whence do you derive consolation?"—The old man looked up—"from Heaven; God gave, and he taketh away, blessed be his name."—I bowed my head to the miner's pious prayer, and the old man passed on.

JOINT-STOCK BANKING COMPANIES.—During the last Sessions an Act was passed making perpetual two former Acts respecting the rights of members of joint-stock banking companies adopting proceedings against shareholders, and by members against the companies with whom they are associated. The former Acts were found necessary after the constitution of so many companies in this country; and the Legislature has resolved on making the power therein given a perpetual law. A partner in a joint-stock banking company can now be sued at law, and can, notwithstanding his partnership as a shareholder, proceed against the company with which he is connected.

QUICKSILVER MINES OF ALMADEN.—M. Salamanca left Paris for Madrid on Monday night, instead of continuing his journey to London as he proposed, to form an association of capitalists to compete with the house of Rothschild in bidding for the Almaden quicksilver mines, the contract for which with that house will expire towards the latter end of 1843. We are now informed, that through the agency of M. Carasco the funds necessary for that purpose will be advanced by the ex-Queen Regent Christina; but, in fact, there are other associations in progress to contest with the Messrs. Rothschild the contract in question. It is doubtful, however, we understand, that the mines will be farmed to any parties whatever, as the Spanish Government are said to contemplate holding the mines in their own hands, and thus preserving the command of the South American Republics, to whom the quicksilver of Spain is indispensable for the working of their mines.

GREAT RAILWAY TRAINS.—During the Queen's visit to Scotland, from the anxiety of the people to witness the Royal procession, upwards of 1500 were carried in one train on the Slamannan Railway—the train consisted of 110 vehicles, propelled by five engines, four in front and one behind, and the whole extended to the enormous length of a third of a mile. Such another train of passengers alone has seldom, if ever, been seen on any railway; and when it is considered it had to ascend for a considerable distance at the rate of 1 in 100, and that the line in general is not adapted for a great passenger-trade, it may be said to be one of the greatest feats performed by any railway in the kingdom.—A train of extraordinary length was also lately propelled on the Preston and Wyre Railway, on the occasion of the scholars at the different Sunday schools being treated by the teachers and friends; the train consisted of twenty-seven open carriages, drawn by the No. 1 engine, and the total number of persons carried was 2364.

MAGNETICAL AND METEOROLOGICAL OBSERVATIONS.—The council of the Royal Society have received an intimation, communicated by the Baron de Brunow, of the earnest desire of the Russian Government to co-operate in the magnetical inquiries now carrying on in various parts of the world. The system of these observations is at present in full and active operation at various stations on the globe; they are carried on at fixed observatories, established by the governments of this and of other countries. An immense mass of documents relating to terrestrial magnetism and meteorology is in progress of collection. It may also be noticed, in connection with this subject, that the series of instructions to the officers of the expedition lately sent out to Africa, for conducting magnetic observations, prepared by Lieut.-Col. Sabine, has been adopted by the council of the Royal Society, and communicated to the Lords Commissioners of the Admiralty.

IMPORTANT GEOLOGICAL ADDRESS.

BY THE REV. W. BUCKLAND, F.G.S., ETC.

At the celebration of the union of the Leeds Literary and Mechanics' Institutions, Dr. Buckland, the eminent geologist, made the following observations:—Agricultural chemistry was now hailed by the agriculturist as a sword in his right hand, to break through the barriers that have, till within these last very few years, impeded the progressive improvement of the soil. It was to the result of chemical discoveries, aided by judicious agricultural observation, and by meteorological, electrical, geological, and, in fact, the combined operation of every science that could be pressed into the service of procuring food for man, that they must look with confidence for an efficient, and more than efficient, remedy, for those increasing numbers that were daily coming into the world, and which must be fed. Professor Liebig showed that the vegetable kingdom had for its final object the adaptation of elementary matter to the use of the animal kingdom. It has been often asked—What was the use of such an infinity of organised beings? The plants of the field were beautiful, but it might be said that half of them were never seen. But they had their use. If they looked to the atmosphere which they breathed—if they looked at the earth on which they trod—if they looked at the substrata beneath the earth—all—all were full, teeming with riches, and with demonstrations of the goodness and greatness of the Creator. In the rain that fell from Heaven, Professor Liebig had told them that there descended the elements of fertility to the earth, and in the dew that fell in the summer nights there descended again the elements of fertility. They had seen the effects of all this before, but, until lately, the manner in which these effects were produced was unknown. It was not water only that the dew-drop contained—it brought down ammonia, which arose from the putrefaction of animal and vegetable matter; and so, in purifying the atmosphere for their lungs, it fertilised the earth. It also brought down carbonic acid, which they evolved in such enormous quantities each day from their lungs, and which loured in such gorgeous clouds over this murky town of Leeds—all that smoke which made dense the atmosphere of this great manufacturing town; it brought down all that closeness and denseness, for the purpose—he would not say of maturing—but of feeding, by a more delicate process, those beautiful trees and gorgeous crops of corn, which they saw in the park of the noble earl (Fitzwilliam) and other persons whose estates adorned this neighbourhood. They had at Leeds long been in the habit of impressing fire and water into their service. It was long ago observed by a negro, on his first coming into this country, that the pig was the only gentleman in England. "You make (said he) fire work, water work, steam work, wind work, everybody work, and the pig be the only gentleman in England." There was in this neighbourhood one point especially deserving of notice. He had seen most of the coal-fields of England, and the surface of most of them—of South Wales for example—was as to agricultural purposes entirely barren—large and extensive mountains covered with heath and grouse, which were all the proprietors got from it. But what was their more fortunate lot? Why, that from Nottingham, at one end, through Chesterfield, Elsecar, Barnsley, Wakefield, till they came to the boundaries of the coal formation on the wharf—what had they? Not only one of the richest coal-fields in the world, but they had that same coal-field loaded, saturated, gorged—as Elsecar and Barnsley would testify—gorged with iron ore, two, three, and four feet in thickness; the coal alongside of it, ready to reduce, at the least possible amount of expenditure, the ore which was worthless, into that metal which was most precious and valuable. Not only had they this extraordinary, this most especially extraordinary condition of the subsoil, but, on the surface, instead of the wilderness which a coal-field usually presented, they had fields of the highest order of agricultural capability, smiling parks, and waving woods, from the splendid mansion of Lord Harewood at one extremity of the coal-field to that of Mr. Gally Knight at the other. He would not sit down without observing, that it was to this very coal-field that the great bulk of the population of the West Riding of Yorkshire owed its existence. Let them go by the railway from Leeds to Manchester, and count, if they could, one quarter of a mile which they would not find studded with swallows' nests along the crags, which suspended over that most extraordinary geological chasm produced by geological events. The meeting would pardon him for being somewhat professional. He considered it bad taste to shy the shop; and he held it good taste to say that there was nothing like leather. He was prepared to say that but for the geological circumstances he was referring to, not one in a hundred of the persons he had now the honour to see before him would have come into existence. He held it to be a fact, that but for these geological phenomena—first, the creation of the coal; next, the disturbances by ancient revolutions—call them earthquakes if they liked, but which were a thousandfold more intense than modern earthquakes—not one in a hundred of the persons he saw before him would have had existence. From the bottom of those lakes, and seas, and estuaries, in which deposits had been going on for ages, had been raised by the action of earthquakes more intense than imagination could conceive, that great chain of mountains that separated them from the valley of Lancashire, and which separated Leeds from Manchester by the almost impassable barrier of Blackstone Edge. They had there the coal "set on edge," and plunging on one side to the eastward, and on the other side to the westward, and covered over in Lancashire and in the neighbourhood of York with red sandstone, and with the wrecks of the revolution which caused this elevation. When that elevation of the mountain chain took place, it brought from the bottom of the sea the local strata to which he had referred, and when this movement of a portion of the globe, this bursting, so to speak, of one coat of the great onion, occurred, it was by all the laws of physics accompanied by a series of fractures. In consequence of these phenomena, they had five great transverse fractures eastward and westward, that had been the causes of the valleys, down which flowed the magnificent rivers which united in the Humber. They had the river at Wakefield, the river that passed through Leeds, the Wharf, the Nidd, and the Swale, and every one of these rivers was generated by transverse fractures, which in the main—not literally—were at right angles to the great line of elevation. Above all, they had the fracture, the great chasm, by which they went from this town, through Sowerby, Todmorden, and Rochdale, to Manchester. What was that? It was that great chasm, that great snap of the backbone, when the great giant laid prostrate in the earth was brought up 1200 feet to be quickened into a state of activity, and to present them with those beds of coal which had been the means of carrying into operation their ingenuity and mechanical invention. He could not but think that it was becoming, on the present occasion, that he should allude more particularly to the operations of Providence, which were so obvious, at least to himself, who had laboured for thirty years in investigating the structure of the interior of the earth, but which were the less obvious, perhaps, to those whose condition in life had not brought before them the phenomena so striking to himself. It was, he thought, a duty that he should not sit down without publicly stating that the study of those great works of Providence produced in his mind the liveliest conviction of the power and goodness of the Creator. Other friends who were occupied in some of the highest departments of physical investigation, he knew to be animated by the same feelings; and one of his friends in London, who was occupied in microscopic examinations, said that he felt disposed to fall on his knees at every new discovery he made. It was quite unnecessary, after what he had stated, to impress upon them the enormous debt which the inhabitants of this neighbourhood more especially owed to Providence—not only the common debt which all mankind owed for their existence and for the ordinary blessings of life, but that especial debt they owed for having been born on a soil so pre-eminently favoured in the surface, and so bountifully enriched in the sub-surface. In Leeds, he was quite sure, he need not do more than bring the knowledge of the fact before their imagination, to excite in them those sentiments of deep and fervent piety which were due to such an occasion.

ELECTRICITY OF WHIRLWINDS.—M. Arago, in allusion to the opinion expressed by several persons of the electricity of whirlwinds, mentioned, at a late meeting of the Academy of Sciences, some observations made by a M. Hortolès on a storm, on the 24th ult., in the department of the Aude. This gentleman relates that, on the occasion referred to, the iron bars of windows, the gutters of sheet-iron, the pieces of insurance companies, and other metallic objects, were carried away by the whirlwind, thus indicating, beyond any doubt, the presence of electricity.

COMPARATIVE POWER OF COAL, &c.—From an extensive series of experiments lately made, it has been ascertained that 1 lb. of Wall's End coals will impart one degree of heat to 2000 lbs. of water; of Llangyfelach, to 9000 lbs.; charcoal, to 10,000 lbs.; and of anthracite, to 12,000.

ORIGINAL CORRESPONDENCE.

MR. HALL'S SMOKE-CONSUMING APPARATUS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In sending you my observations on Mr. Hall's two letters, to be inserted as an advertisement, I have to request you will notice the error into which you have inadvertently fallen, in supposing that Mr. Hall's second patent was dated in 1838 instead of 1841, and which would favour the idea of my patent of 1839 having followed, instead of preceded him.

Liverpool, Sept. 20. C. W. WILLIAMS.

WATER-WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Perusing your valuable Journal, No. 362, page 244, in which appeared a copy of a publication from Captain Treguskin, headed "Economical Application of Steam-power to the Movement of Water-Wheels at Wheal Uny," caused me more than ordinary surprise. Let it be allowed that Wheal Uny engine performs in pumping equal to 76,000,000, after all, the power applied over a water-wheel, for stamping ores, will be reduced below 26,000,000. Neither Capt. Treguskin, of Wheal Uny, nor Mr. Anthony Rouse, of Wheal Friendship, can, in any way whatever, erect a wheel of seventy-six feet diameter, and pump up all the water used in working the wheel to the height of twenty-six feet—that is, a seventy-six foot fall cannot raise the full stream used to perform a revolution of a water-wheel so much as twenty-six feet high, or a thirty-eight foot fall thirteen feet high. And now, Mr. Editor, allow me to say, however economical your correspondent may be, he is not economical enough to arrange his machinery so as to perform impossibilities—consequently there is no economy whatever in the plan. I am perfectly aware that it has been boldly asserted—and that by eloquent lecturers, that Wheal Friendship can perform duty of 72 per cent., or the average of seven wheels 61. But, Sir, a bold assertion, though dropping from the lips of eloquence, will not pass for a fact. A man of science will in no way whatever tolerate anything to shelter under the mantle of an unfounded assertion, but must have everything proved by a mathematical demonstration. A few weeks past I was under the necessity of requesting an engineer in this neighbourhood to give me an exact account of the real duty performed by Wheal Betsy, &c., who informed me there was a scientific gentleman residing at Tavistock, near the mines, whom he expected would write you, Mr. Editor, on the subject. However, this gentleman declines entering into a public controversy, but kindly wrote a letter to my engineer, who sent me a copy—the publication of which, I hope, will be gratifying to each party.—"I beg to assure you that I never had cause to doubt the correctness of the rule for computing the power of over-shot water-wheels, given in the *Practical Miner's Guide*. The work has been before the public seventeen years, and I have never heard of the truth of the rule being disputed (except the recent dispute in the Journal), but, on the contrary, universally acknowledged a good one." And, in speaking of those cavillers, stating 50, 60, and 72 per cent., says, "not one of the writers on the subject, that I have noticed, has given anything like a rational formula."

The tables close thus—"18,750 lbs. of water performing a revolution to a forty-six foot over-shot wheel, will work a twelve-inch lift of pumps, 113 fathoms deep, six-foot stroke." Here is something rational—I have met with no other rule to equal it. And now, Mr. Editor, I wish to say, at the close of my letter, that I write for correct information, wishing to have the truth, the whole truth, and nothing but the truth.

Swansea, Sept. 16. H. MENEVENSIS.

ON ASSAYING COPPER ORES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The following Cornish method of assaying copper ores, as given by Sir H. De la Beche, in his *Geological Survey of Cornwall*, may, perhaps, be of service to the Cheltenham correspondent of your last week's paper:—"The best process is to take 400 grains of the sample of ore, pound it fine, sift it, and place it in a crucible to roast in an air-furnace, keeping the ore stirred frequently with an iron rod. When the sulphur is considered to have been sufficiently driven off (for the ores are usually either bisulphurets or sulphurets), the ore is taken from the fire, and allowed to cool gradually in the crucible; if then the upper part appears red or brown, and the under part black, the proper roasting is supposed to have been given. A standard flux, composed of borax 5 dwts., lime 1½ ladleful (diameter of the ladle about three-quarters of an inch, and depth half an inch), and powdered fluor-spar 1 ladle, is then mixed with the roasted ore, and put into a crucible, the mixture being covered with salt. It is then melted, and what is termed a *regal*, or *regule*, produced. This regule is thought good if it will produce from 8 to 12 in 20. The grey sulphurets, the black oxides, and the carbonates, have sulphur added to them to 'throw back the ores,' as it is termed, as they are considered not to have enough of it for the purposes of the assay. To fine this regule it is pounded and roasted in a crucible until the sulphur is considered to be driven off. A flux—of nitre 3 dwts., red tartar 10 dwts., borax 5 dwts., and salt 2 ladles—is then added, and salt sprinkled over the top of the mixture. Coarse copper is now obtained. If this comes out clean, as it is termed, the assay is put into a crucible without flux, and when melted the crucible is taken out of the furnace, and shaken until the surface appears blue. A refining flux is now prepared by mixing two parts of nitre and one part of white tartar in an iron mortar, and stirring the mixture with a red hot iron until deflagration has ceased. The flux thus made is powdered and sifted when cold, and 5 dwts. of it are added to a ladleful of salt, put with the assay into a crucible. When all is melted the copper is poured into one mould, and the slag into another. The latter is again melted with two ladles of red tartar, and the small button, or prill, of copper, now found, is added to that previously obtained, and the assay is completed."—Such is the kind of process supposed to give fair accurate assays of copper ores.

50, *Threadneedle-street, Sept.* 20. J. Y. WATSON.

TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—You expressed a wish some time since to hear from me again; I now send you a few notes of the modus operandi pursued by the pioneers off of the shores of this company, which you may use as seems best to you. The publication of the way they contrived to cause a confidence in their undertaking cannot be without a good effect, as a kind of occasional beacon, to warn thoughtless adventurers of the dangers they incur by placing dependence on unworthy or untried guidance.

Most of your readers know that the directors of this company divided amongst themselves and friends 90,000*l.* in free shares, which very moderate amount they expected the deluded shareholders to pay, or the public to purchase—and, unfortunately, many shares were purchased, and the whole amount of 50*l.* per share paid. To encourage their extensive a per centage seems to have been paid on all shares sold, and a bonus of free shares given; on which shares these men worked as on fictitious capital, affirming to those whom they had, or intended to deceive, that they had themselves embarked so much money in the concern, and, for their own sakes, would look to its safe and profitable investment with all the scrutiny that their own interest and that of their friends demanded, so that were there a chance of failure, or of fraud, they would only be involving themselves in the hazard and the loss. In order more peculiarly to impress the hearer with an idea of their honesty, each of these gentlemen garnished his tale with information as to how he personally had been enabled to purchase so many shares. Mr. W. Clemston, of 71, Coulling-street, Dublin, assured his friends, with much suavity, and a slight touch of feeling, that his grandmother had died, and left him 1000*l.*, and so great was his confidence, that he had invested it all in the Talacre, and bought twenty paid-up shares. Can anything be more discreditable than this? These deceptions, joined with the acknowledged incorrect accounts which he presented, give him a little notoriety even among his associates. I am told that Thomas Clemston, Esq., got rid of his shares by selling them—some say to his own brother—but surely he could not be so base as that. The no less distinguished Mr. Man Shoebridge "played his part" in the same approved fashion. His tale was, that a friend at Epsom had advanced him 250*l.* for his deposit, which he had paid into the bank;—and this man actually paid another person's money into Messrs. Glyn's as his own, and it remained in his name, although he never paid one shilling—of course the payments of the person he imposed upon must be so much deficient. The other, a Mr. Jenkins, used to lament that the ungodly should have all the good things, he could not see why some of them should not be dispensed among the brethren, and concluded with an earnest appeal to his dear brothers to buy some of the free shares. It is refreshing to know that this gentleman has been expelled the society of which he was a member, after a patient and impartial hearing, by men no otherwise interested than as honest men, jealous of the credit of their own church, and judging not by the quibbles of the law, but from a common-sense view of the question.

I have read many accounts of the deceptions practised in your great metropolis, but few seem to have concealed their schemes with such finesse, or to have carried them out with such an utter disregard of truth—indeed, from the Alderman at the head, to Shoobridge at the tail, they have proved accomplished depredators on the fruits of honest industry. They tell me one has saved enough already to be Lord Mayor of London next year—surely this is not true, the citizens of London had wont to be a *leetle* more particular than to have such men as Shoobridge, Weston, or Wood for their chief magistrate. INQUISITOR.

Nottingham, Sept. 21.

TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The inclosed circular, signed by the solicitors, has been forwarded to me, and by it you may perceive, that, however backward the trustees, Wood, Weston, and Hyndman, are in paying their share of the liabilities they have fastened on the company, they are not backward in requiring the aid of the shareholders when they find themselves involved in the net only intended for others. Of the 60,000*l.* which the deluded shareholders have already paid for putting confidence in Alderman Wood and his co-adjutors, how much has been paid, think you, by the honourable trustees? Why, about 600*l.*, the greater part of which found its way back into their pockets in the shape of law or preliminary expenses, along with the 22,000*l.* of free shares these three gentlemen appropriated to themselves. Have even one of these trustees subscribed so much as a sovereign towards the 33,000*l.* of debt which Alderman Wood declared due last year, or sought to relieve the shareholders in the slightest degree from the difficulties with which they were surrounded? No, they have not touched the burdens with their little finger, and whatever ruin, privation, or sorrow, is endured by the proprietors, the trustees give neither sympathy nor relief. Many are driven from their homes and families—many are paying every farthing they possess to escape personal molestation—some have paid thousands—but they are as far off release and quietness as ever. Knowing these things, how can even the solicitors of the trustees have the face to ask a "proportion towards the payment of the rent now due?" Bring your clients, gentlemen, into court with clean hands, we should say; wash them from the guilt of trepanning honest men to their ruin for personal benefit, and then you might expect answers to your circular—as it is, this is the only one you will obtain, and only obtain it through the courtesy of the Editor of the *Mining Journal*. The circular says, "there is no hope of raising money to work the mines with advantage." I find, by reference to the prospectus, that the capital required for working the mines, including 2500*l.* for fifty cottages, &c., and also 7500*l.* for capital for wages, is set down at 36,250*l.* Now, it would seem by the report of September 30, 1841, that 50,000*l.* had been received in cash, and 33,000*l.* of debt had been incurred—making a total of 83,000*l.*, and instead of fifteen pair of pits, fifty cottages, and the floating capital, that were to have been had for 36,250*l.*, they expended or distributed 83,000*l.*, and have neither pits, cottages, nor floating capital; and then their solicitors, with admirable equanimity, observe, "there is no hope of raising money to work the mines"—they need not have added "with advantage," for Ald. Thomas Wood knows that you might as well sink a pit in Corbet-court, Gracechurch-street, in front of his own office, and seek to work that to advantage, as to talk about working Pieton to advantage. The trustees and their fellow-directors took the mines for their own benefit, as their subsequent conduct has sufficiently shown; they bought them for a small amount, they trebled that amount, and divided it among themselves, and they now seek to place the ones of their trusteeship upon the proprietors; however, little chance there is of it being done, the endeavour is in perfect keeping with the chicanery so long practised on the company.

Great Russell-street, Sept. 21. ARGUS.

CIRCULAR.

SIR,—Sir Peers Mostyn, Messrs. Hargreaves, Douglas, and the other lessors of the various mines leased to the Talacre Company, have applied to the lessees and trustees of the company for the arrears of rent now due, which amount to about 6000*l.* They have also threatened proceedings against the lessees and shareholders for recovery of these mines, and have actually commenced actions against some, and threaten all the shareholders with actions for use and occupation. In the present state of the affairs of the company it seems vain to hope that money will be contributed in a sufficient amount to work the mines with advantage, while the delay which has occurred in consequence of the disputes amongst the shareholders increases the rent without bringing anything in the shape of profit to answer the same. Under these circumstances it is considered desirable to open a negotiation for the surrender of the various leases, in order to put an end to further responsibility, and we are instructed therefore, by the lessees and trustees, to ascertain from you whether you will consent to such a surrender, and also to inquire in what proportion you will contribute towards the payment of the rent now due, and the expenses which have been incurred. It is of the utmost importance that your answer should be obtained on or before the 27th instant, and we beg to state, that unless we hear from you on or before that day, stating your refusal to assent to the surrender, we shall consider that you approve thereof, and we shall advise the trustees forthwith to surrender the property. We also beg to inform you, that unless you signify your intention to contribute a reasonable proportion towards the payment of the rent now due, that we must, on the part of the trustees, decline to defend any proceedings that may be taken by the respective landlords, and allow them to adopt such remedies against the shareholders for the recovery of the rent and premises as they may deem proper.

ROYAL MAIL STEAM-PACKET COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I was amused on perusing the "report" in the *Times* of the Royal Mail Steam-Packet Company's meeting, held last Wednesday, to find that Mr. Joseph Liggins had overcome his modesty and diffidence, and actually moved—"That the meeting should adjourn, in order to give every shareholder an opportunity of reading the report of the directors, with a view to a deliberate discussion."—Now, really, Mr. Editor, this is rich; the said Mr. Joseph Liggins having, in his capacity of chairman of the Southampton Docks Company, repeatedly opposed the same rational course—in fact, having invariably, when questions which he did not like were asked him at the various meetings, given (what the *Times* called, in their "report" of the last half-yearly meeting, held on the 31st August) "captious answers." T. R.

Cornhill, Sept. 23.

SUBMARINE EXPERIMENTS—R. FULTON AND DR. PAYERNE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I regret pressing engagements, previous to an unexpected speedy departure from England, prevent me at present replying to the communication of Dr. Payerne, inserted in your last week's Journal, the statements contained in which, so far as regards Fulton, I am not at all disposed to admit as correct. My impression (and which I have no doubt of being enabled to prove a correct one) is, that he was able to remain almost an indefinite time under water, without being obliged, as the Dr. asserts, to come up to the surface to replenish the air, in his submarine boat; but, in the absence of the means of obtaining that correct information (and which my time will not allow me to seek here) on which to found a satisfactory answer, I am compelled to postpone a refutation until my arrival in the United States, when I will also attend to the inquiry of "A Subscriber." If it is not trespassing too much on your columns, I should also wish you to allow me space for notes on several other matters recently treated on in your columns. J. F. C. (of New York).

Temple, Sept. 19.

NEW PATENTS FOR SEPTEMBER.

C. F. Gaillard, notary public, Birchin-lane, for certain improvements in the construction of railways.

J. W. Richards, engineer, Jamaica-terrace, Commercial-road, for certain improvements in machinery and apparatus for raising, forcing, conveying, and drawing off liquids.

W. E. Newton, civil engineer, Chancery-lane, for improvements in machinery or apparatus for making or manufacturing screws, screw-blanks, and rivets—being a communication.

W. F. Cooke, Esq., Copthall-buildings, for improvements in apparatus for transmitting electricity between distant places, which improvements can be applied, amongst other purposes, to apparatus for giving signals and sounding alarums at distant places by means of electric currents.

T. Thirlwall, engine-builder, Low Pelling, Durham, for certain improvements in lubricating the piston-rods of steam-engines, and of other machinery.

J. Wade, jun., coal-factor, Goole, York, for certain improvements in propelling vessels.

W. H. James civil engineer, Martin's-lane, London, for certain improvements in railways and carriage-ways, railways and other carriages, and in the mode of propelling the said carriages, parts of which improvements are applicable to the construction of bridges in other combinations.

J. Jackson, Patent, gas-fitter, &c., for improvements in furnaces.

C. Thatcher, brewer, Middlewich Station, Worcester-railway, and T. Thatcher, builder, Kidderminster, in the said county, for certain improvements in drags or brakes to be applied to the wheels of carriages generally.

MINING IN AMERICA.

GEOLOGICAL AND STATISTICAL NOTICE OF THE COAL MINES IN THE VICINITY OF RICHMOND, VA.

By A. S. Wooldridge, Esq., President of the Mid Lothian Mining Company.

(Concluded from last Journal.)

As to the quality of the Mid Lothian coal, I refer to the samples sent you, and the certificates contained in my circular, also forwarded to you, adding this fact, that this coal, upon trial, has been found to suit a greater variety of purposes than any coal hitherto discovered; and of this you will find ample proof by attentively examining the circular referred to. The whole effective force at these mines, including the coal-yard hands, and top and bottom hands, is 150 men and boys, with some twenty-five mules. Most of these mules will be discontinued as soon as the steam-engines are erected. The ventilation of the mines is committed to the management of a Newcastle miner, or gas man, of much experience and skill, trained by Mr. Buddle, the distinguished English mining engineer. The ventilation is kept up by means of brattice work of boards, and aided by a furnace under ground. The atmospheric air is taken down on one side of the shaft, and courses the whole drift, passing out by the furnace in the opposite side of the shaft. On the upcast side the air is received some thirty feet from the bottom of the pit into the shaft, and at the top it is boxed up so as to throw it off fifty feet above the mouth of the shaft. Large quantities of inflammable gas are thrown out from the coal in the mines constantly, and any interruption in the air coursing the mines with regularity, might, and would, be attended with disastrous consequences from an explosion of the gas. Sir Humphrey Davy's lamp is used at the mines, more as a pioneer than otherwise; no mines are considered safe that require to be worked by safety lamps. They ought to be used only in going through the mines to see that all is right before the miners are put to work; or to be used to free the mines in case they are overcharged with gas.

The interior of the mines contains iron railroads of a very simple construction. Iron bars, two inches by half an inch, are inserted, edge up, into cross pieces of timber, four by two inches, laid at the bottom of the drifts. The iron is admitted into the timber about an inch deep; no wedging is necessary, and the road can be curved at pleasure. Mules are used on these roads below, and thrive and look better there than those above ground. Impressions of fishes and vegetable remains, such as ferns, bark, and knobs of wood, are often found in the slate lying over coal in this neighbourhood. They were particularly numerous at the Union Pits and mines of the Creek Company, which seem to be a distinct formation of coal from the main formation, and many suppose it a deposit at an after date. As no sinking is now going on at either of these mines, I am unable to procure and forward you any samples, as the old ones have been disposed of. I will be upon the watch, and secure for you hereafter any specimens that may be obtained, and worthy of your attention. The coal basin extends across Chesterfield county to the south to the Appomattox, or perhaps a little beyond the river into Amelia county. No coal, however, has been found of sufficient thickness to justify working nearer the river than Howlett's old pits, distant one mile to the north. Between these pits and Hill's old pits, distant five miles still further to the north, is supposed to be the only part of this section of the basin that will be found valuable from the abundance of its mineral treasure. The coal measures may be traced on the north from these limits to the James River Pits, and south a little beyond the Appomattox, but no exploration has yet discovered coal beyond the limits mentioned, in sufficient quantities to be wrought to profit.

Howlett's pits, mentioned above, were some twenty years since leased by a company of gentlemen in Petersburgh, wrought for a few years and abandoned; subsequently an incorporated company purchased them, but, after a trial of two years, gave up further search for coal, having been unsuccessful, though the land is still owned by them. About twenty years ago Hill's pits were first put in operation; these were worked for five or six years, and likewise abandoned. The coal at both of these workings was of excellent quality, and particularly well adapted to the use of grates and other purposes requiring gas and flame. The exceedingly faulty character of the field at both of these points led, no doubt, to the abandonment of these workings. These are the only workings that had been attempted on the south side of this great coal basin, until two years since, when coal was accidentally discovered upon the lands of James H. Cox, next south of Hill's old pits, and three-fourths of a mile distant. This coal was first discovered on the side of a hill, where it had been uncovered by the washings of heavy rains; for the coal here along the whole line of outcrop reaches within a few feet of the surface, being only covered by a coating of soil, sand, and gravel. Since its discovery, an average of about twenty hands have been engaged in exploring and mining it, and, from the explorations already made, the belief is entertained that no part of the basin presents a more regular, uninterrupted, and undisturbed formation than this. The thickness of the seam varies from seven to fifteen feet. The coal is of superior quality, and peculiarly suited to grate purposes, steam-engines, the blast-furnace, gas-works, &c. The accompanying certificate* from Dr. Andrews shows its richness in volatile matter, and the small quantity of ashes it contains. At present the operations at these mines cannot be increased to any extent, in consequence of their distance from market, and the want of proper facilities for transportation. The present mode of transportation is to carry it in carts to the river, and thence by boats to Petersburgh, at the cost in all of eight and a half cents. This high cost of transportation forbids, for a time, successful competition with mines enjoying greater facilities. It is designed to remedy this inconvenience by constructing a railroad to the Appomattox, a distance of five miles, or one to intersect with the Richmond and Petersburgh-road, and reach James River somewhere about Osborne's or Bermuda Hundred. The country through which both of these routes would pass is admirably adapted to the purpose, being very level and abounding in timber and other railroad materials. Either of these contemplated improvements would place these mines in a state of fair competition with any other mines in Virginia, or perhaps in this country.

These mines have recently been sold by James H. Cox to the Clover-hill Company, who are now working them with a force of twenty labourers. Moody and Johnson have a lease of Anderson's land, next adjoining that of the Clover-hill Company, and employ a force of twelve operatives. These two workings together, last year, produced 300,000 bushels of coarse grate coal—the fine coal not being able to bear the cost of transportation, is still remaining at the pits. Whatever has been said about the quantity and quality of the Clover-hill coal, is applicable to Moody and Johnson's coal, as all is taken from the same seam. The deepest shaft which has yet been sunk is 130 feet deep. The measures passed through were principally sandstones and shales. Impressions were frequently met with of ferns and other aquatic vegetables, but no fish or other animal remains. The bearing of this part of the field is 15° to the west of south, and inclines to the west as you proceed to the south, until near the river it is 30°. The same is the case on the western outcrop. This induces the belief that the basin is here rounding off, and that, at no great distance to the south of the river, the coal formation entirely disappears. This belief is confirmed by explorations made on that side of the river. Several mines were worked formerly on James River, on the western outcrop of the coal field, in Powhatan county, which are now unwrought, principally because the coal, both in quality and quantity, is not equal to the coal of Chesterfield, and will not bear working in a depressed state of the trade.

In Goochland county, on the western outcrop, coal of good quality was formerly worked, and known as the Dover Pits, owned by Anderson and Moody, and conveyed to the Dover Coal Mining Company. These mines are not now worked, the company having failed. Since the failure of the Dover Company the mines have reverted to the former owners; and on the east side of the outcrop, on the Goochland and Henrico side of James River, are several mines—some of them now in operation, and some not. The largest operators in that neighbourhood are the Messrs. Crouches and Snead, the owners of extensive mines, in good working condition, employing about 150 hands, and raising 600,000 bushels of coal the present year. Near these mines, on James River, are those of the Tuckahoe Coal Company. The old mines are out of work, but a shaft is sinking, employing from fifteen to twenty hands, &c. Near these are Woodward's and Cottrell's Mines, both now unwrought. North-east of Crouches and Snead's Mines is the Ridge hill pits, now worked, but not extensively, by Richardson, probably employing some thirty hands, and producing about 60,000 bushels. On the north part of Crouches and Snead's property, Townes and Powell are engaged in hoisting coal, but not working more than some twenty hands, producing the present year about 100,000 bushels. There may be some other mines in this vicinity not remembered. There is a railroad connecting these mines with the James River Canal, down which the coal passes to Richmond. The coal on the north side of James River sells for a less price than that on the south side, being considered not as good.†

Some four or five miles north of these mines lie those called the Deep Run Pits, worked by John Barr, who at present employs some forty hands, and raises some 250,000 bushels of coal—he uses steam-power. This coal is of fair quality, as is also that from Barton's Pits, now mined by Grubs and Co., who will probably raise about the same quantity as Barr, and employ as many hands. The coal from these mines is transported to Richmond by the Fredericksburg and Richmond Railroad Company, a branch of their road having been extended to the pits. The charge for coal on this road is four cents per bushel from the mines to Richmond. The charge for boating coal down the James River Canal, including tolls, is about three cents from the mines; that on coal passing the coal railroad in Chesterfield from the mines, to tide-water, is five and a half cents; for taking it from this road, at its junction with the Petersburgh and Richmond Railroad, two cents per bushel to Richmond; to Petersburgh four cents, including yardage at either place; and coal going by this road, to either Petersburgh or Richmond, is entitled to half a cent per bushel deduction from the main coal road charge. The charge for transporting from the mines on the south side of Chesterfield county to Petersburgh is about eleven cents per bushel, by waggons. It is in contemplation to branch, at some future day, from the main coal road to Warwick, about five miles below the present shipping yards at Manchester, where vessels of large size can load with coal with great facility—a bar just above that place preventing large vessels from going up to Manchester or Richmond. The charge for transporting coal on the principal coal railroad is unusually high, but will soon be reduced; it being the first road of the kind in Virginia, it was deemed prudent to make the transportation high, a dividend of 6 per cent. per annum, payable semi-annually, being authorised in the charter; the surplus raised from the five and a half cents per bushel being pledged to the refunding of the capital subscribed; this application has been faithfully made, until the whole of the capital, with the exception of some 12 per cent., has been repaid. When that is accomplished, the tolls are to be so reduced as to allow 6 per cent. upon the then nominal capital only, and to pay the expenses of transportation, at which time the charge for transportation ought to be reduced some two and a half cents per bushel; and if at that time the contemplated branching to Warwick shall take place, and locomotive power be substituted for the present expensive plan of using horse power, then the price of Virginia coal can be so lowered as to make it the interest of all consumers of bituminous coal on our Atlantic border to use it almost exclusively.

Remark by the senior Editor.—The coal of Virginia has been long known throughout the Atlantic States. From the Mid Lothian Coal Mines we have recently received a series of specimens, illustrative of the structure of this coal field. It is based upon granite, and consists of the usual alternations of sandstones, shales, clays, and coal. The coal is of an excellent quality, and it appears, from printed certificates of many manufacturers, that it is used in very various operations requiring fire, especially in the different manufactures of iron, both in light and heavy work, and it is said to have been recently introduced into the manufacture of copper.

[We shall next week commence an important paper "On the Wisconsin and Missouri Lead Region," by James T. Hodge, Esq., in which are embodied some general observations on the geology of the country, &c.]

* [illegible] — The specimen of bituminous coal from the Clover-hill Coal Mine, which you left me for analysis, belongs to the variety called cherry coal. It has a specific gravity of 1·27; principal fracture slaty; cross fracture conchoidal, slightly [illegible] and is composed of two alternate varieties, one velvet black, with a resinous lustre on the delicate fracture, the other dark greyish black, lustre glimmering. It ignites very freely, and burns with a lively brilliant flame; cakes, but swells very little in coking. One hundred parts contain—

Carbon		59·
Volatile matter		33·5
Alumina, Silica, Oxide of iron	from the ashes	4·5

It contains also a small portion of sulphur combined with the iron as a sulphuret. The caking quality which it has will make it a useful fuel for the forge, or for those purposes which require a hollow fire. For the manufacture of gas, I consider it superior to the caking coal of Newcastle, England, or the splint coal of Scotland, [illegible]

GEORGE W. ANDREWS.

† These mines were worked by three incorporated companies, all having failed.

PROCEEDINGS OF PUBLIC COMPANIES.

ROYAL MAIL STEAM-PACKET COMPANY.

The first general meeting of the proprietors of this company was held at the London Tavern, Bishopsgate-street, on Wednesday, the 21st inst.

John Irving, Esq., M.P., in the chair.

The advertisement convening the meeting having been read, the Chairman explained to the proprietors the present state of the company's affairs, and showed the obstacles that the company had had to contend with; he also alluded to the new plan for the management of the packets, which had been printed and circulated amongst the proprietors, expressing his opinion that, if that was followed out, the business of the company could be done at a remunerative profit to the shareholders. In carrying out this new plan, of course delay had taken place, from the necessity there was of application being made to the Admiralty and the various representatives of foreign powers. The directors had faithfully performed their duty to the company, by endeavouring, to the utmost of their power, to advance the interests of the proprietors; and thus they hoped, that, though they had not been successful, the proprietors would not esteem them, for that reason, the less worthy of their confidence, and that their conduct would be judged with candour, and that the proprietors would not allow themselves to be led away by the misrepresentations which had been so long afloat.

Captain Chappell, R.N. (the secretary), read the

REPORT.

The directors have delayed calling the proprietors together till the present time, because, although at the time the company was established it was contemplated that the service contracted for with her Majesty's Government would have been commenced in the year 1841, so as to have made it desirable to have a meeting of proprietors in that year, yet, as the service was not commenced, in consequence of unavoidable delays, till January, 1842, the directors had nothing to communicate to the proprietors in the previous year which could render a meeting necessary, and they considered, under all the circumstances, that it was expedient to postpone the meeting until they had some experience of the working of the undertaking. As soon as the company was organised, the necessary contracts were entered into for the building and equipment of fourteen steam vessels; and as the directors were desirous that the company should have the best vessels and machinery that could be supplied, they invited competition from all parts of Great Britain. In the result contracts were made for building four steam vessels in the river Thames, the engines for which were contracted to be supplied by two of the most eminent engineers in the metropolis. Seven vessels were contracted for with builders in Scotland, where the engines for six of which were also constructed, the engines for the other vessel being made by an engineer of Liverpool, who also supplied the engines for a vessel built at Cowes; and the remaining two vessels, with their engines, were contracted for at Bristol. In spite of every possible exertion on the part of the company, it was found impracticable to get a sufficient number of these steamers in readiness to commence the service before the end of the year 1841. The two vessels, however, contracted for at Bristol were not in a state of readiness, and it appeared to be so uncertain when they would be completed, that the directors considered it important not longer to delay the commencement of the service, and, therefore, purchased two smaller steam-vessels, which it was arranged should take the place of the two Bristol steamers until they should be in readiness, and the service was at length commenced on the 1st of January, 1842. In the original contract Samana, a safe and commodious harbour in the eastern portion of St. Domingo, was fixed upon as the principal pivot of the combination, and the port of departure for Europe with the return mails. The Haytian Government, however, notwithstanding an application from her Majesty's Government, would not admit foreign vessels into that port, and a new combination became necessary. After some consideration and discussion a modification of the plan was arranged with her Majesty's Government; and the Lords Commissioners of the Admiralty, who, by the contract, have power, from time to time, to vary the route of all or any of the steam and sailing vessels employed in the performance of the contract, signified their assent to its being tried experimentally for six months. It has been a source of great regret to the directors that the service, at its commencement, was not performed with the regularity that could have been wished. This may be considered in a great measure [illegible] paid to builders and others about the sum of 20,000*l.*, and they estimate the amount expended in the nature of capital at rather more than one million. The statement which will be submitted to the meeting will show how this sum has been expended. With the exception of the *Medina*, which was unfortunately lost, and upon which 40,000*l.* was insured, the whole of the assets appearing in this statement may be considered as available for the purposes of the company. The next subject for consideration is the actual working of the undertaking from the 1st of January up to the 31st of August in the present year. By the statement which will be submitted to the meeting, it will appear that the cost for working for that period amounted to 209,489*l.*, and that the earnings during the same time were 214,096*l.*, viz.:—

Contract money to 31st August	£160,000
Passage money and freight received in this country	20,636
Ditto received in the colonies, about	12,000
Due by the Government, for coals supplied	24,000

Leaving a balance of only 4,607*l.* towards providing for cost of insurance, wear and tear, and return on capital. It will also be seen, that the sum expended on account of capital exceeds the amount raised upon the shares by about 275,000*l.*, which latter sum it will be necessary to provide, and it is intended forthwith to make a call of 10*l.* per share, by means of which, and by the sale of such vessels as will not be required for the reduced service, the directors confidently hope that the undertaking can be satisfactorily carried out without making further calls upon the shareholders.

Before the directors conclude their report, it may be expected that they express their opinion on the prospects of the company under the plan of service which is to be experimentally tried for six months, to commence on the 1st of October. The directors have already stated that the difference in distance is 291,840 miles, and the work will only require ten larger and two smaller steamers, from which it is obvious that there must be a great saving of expense. They may add, that the expense of working the entire service under the old system would have amounted to upwards of 360,000*l.* per annum, exclusive of insurance, wear and tear, and interest on capital; whilst the charge under the restricted system is estimated at 255,000*l.* The estimated amount of income must, at all times, be uncertain, but the directors are of opinion that their receipts from passage monies and freights, together with the 240,000*l.* (which will continue to be received from Government) will be adequate for a dividend on the future operations of the company. The directors further express their strong conviction that the new system will be worked with such regularity as to recommend the service to the favour of the Government and the public, and satisfy both of the importance of the undertaking in a national point of view, in which case, should they be disappointed of gain, they would have great confidence in effecting the honourable consideration of the Government in support of those who have embarked their capital in an undertaking which will be then proved to be highly beneficial to the country.

The Secretary also read the following financial accounts, alluded to in the report:—

Statement of the Receipts and Expenditure of the Royal Mail Steam-Packet Company, to the 31st August, 1842, inclusive:—

RECEIPTS.

Amount of capital paid up		£735,645
Loans		260,000
Outstanding acceptances 31st August, applicable to permanent capital	£ 9510	
Ditto to the working of the fleet	52,034—	61,592
Payments from Government		120,000
Passage money and freights received		29,056
Total		£1,206,933

EXPENDITURE.

Building cost and outfit of twelve large steamers	£733,033
Purchase of two steamers and outfit	43,062
Building cost and outfit of three schooners	17,000
Payments on account of Bristol ships	131,443
Cost of coal hulks	9,308
Purchase of lease at Southampton and other expenses	2,489
Lease of London office	1,000
Preliminary expenses for the formation of the company	14,837
Sundry outlays for the construction of coal depôts abroad	10,190
Fitting London offices	623
Coals	105,000
Coal sacks	4,148
Depôts and agencies—coaling, washing, purchase of provisions, &c., after deducting passage money and freights received in the West Indies	28,000
Stores and supplies received from Government	4,500
Outfit of ships for first and second voyages, stores, crews' wages, provisions, &c.	78,189
Salaries	2,528
General and incidental expenses	1,334
Office expenses, including rent, stationary, &c.	2,673
Balance in hand	21,000
Total	£1,206,933

Statement of the Earnings and Disbursements of the Royal Mail Steam-Packet Company, from 1st January to 31st August, 1842:—

DISBURSEMENTS.

Coals purchased	£105,000	
Less stock on hand	30,000—	£75,000
Coal sacks	£4,148	
Less stock on hand	2,000—	2,148
Depôts and agencies—coaling, washing, pilotage, and provisions purchased in the West Indies, &c.		37,686
Stores and supplies received from Government		4,500
Outfit of ships for first and second voyages, stores, crews' wages, provisions, &c.		78,189
Current wages due on ships at sea		7,000
Salaries		2,000
General and incidental expenses		1,334
Office expenses, including rent, stationary, advertising, and travelling		2,130
		£209,489
Excess of earnings over disbursements		4,607
Total		£214,096

EARNINGS.

Payments from Government	£120,000
Ditto, due on the 31st of August	40,000
Earnings in passage-money and freights	20,636
Estimated amount of passage-money and freight received in the colonies to 31st August	12,000
Due from the Government for coals supplied, and sundry amounts for freights, &c.	2,000
Total	£214,096

Mr. Liggins moved that the consideration of the adoption of the report be adjourned until Wednesday, the 28th inst., and that it, together with the appendages, be printed and circulated amongst the proprietors. He had every respect for the directors, and trusted anything he might say would not be personally considered by them. A more respectable board could not be collected in the city of London, but it was not in their individual capacity that they were to be addressed, but as a corporate body.—Mr. J. Montague seconded the resolution, which, after a few remarks from other shareholders, was carried unanimously.

The Chairman, on behalf of the directors, stated that this result was anticipated, and that not the least objection was entertained by the board to publicity being given to any of their proceedings.—Captain Sweeny, R.N., felt convinced that the company could not bear the ruinous expenses incurred in carrying on the operations; he thought that 300,000*l.* would not be enough to receive from Government instead of 240,000*l.*, which they now received; and he also very much objected to Turk's Island being selected as their depôt, it being the worst that possibly could be made.—Col. Short noticed a report that had been circulated about the governor of one of the West India Islands throwing a midshipman, in the employ of the company, out of the boat into the sea, and, on his getting in again, repeating the offence—he wished to know if such was the fact?—The Chairman replied, that two letters had been received from the parties, and both so contradictory, that it was thought further inquiry should be made before any decision was come to.

Mr. Liggins, then, at some length, argued upon the insufficiency of the bye-laws, as made and acted upon by the directors, which, amongst other things, provided, that no proprietor holding less than five shares should be entitled to vote at any meeting, or even to be present, and that if all calls were not paid upon the shares before two months after such call should be made, the shares were forfeited without any notice, which he considered most unjust, as three, or even four, months would not be more than sufficient time for the shareholders residing in the colonies; and he also suggested that three months notice should, previous to the absolute forfeiture, be given to every shareholder in default. He next alluded to the contradictions and absurdities in respect to the voting by proxy, for while the bye-laws refused to allow a shareholder even to be present if he only held four shares, yet permitted him to vote by proxy if he held only one share.—Several other points were touched upon, and the report having been ordered to be printed and circulated, the meeting adjourned to the 28th inst.

IRISH WASTE LAND IMPROVEMENT SOCIETY.

The adjourned meeting of this society was again attempted to be held at the King's Head Tavern, Poultry, on Thursday, the 22d inst., but, as on the last three occasions, a sufficient number of proprietors could not be collected, and the meeting was, according to the Act, adjourned *sine die*. We purpose in our next, giving an account of the present prospects of the company, which have very much improved.

BIRMINGHAM CEMETERY COMPANY.

At the last general meeting of the shareholders of this company, the report [illegible] Messrs. Joseph Rock, Jacob Pope, William Room, Richard Haslock, Charles Edge, Alfred Jukes, J. Robertson, R. Hudson, and S. Shakespeare, were re-elected for the ensuing year.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.

The half-yearly general meeting of the shareholders in this company was held at the George and Vulture, Cornhill, on Friday, the 23d inst.

W. Ashley, Esq., in the chair.

The Secretary read the advertisement convening the meeting.—Mr. Nimmis read the minutes of the last meeting on the 29th March last, which contained the resolutions then passed, giving the directors the option of abandoning the mine, with the exception of two points of trial, which were confirmed.

A short report from the directors was then read; it stated the increased disappointment they felt in meeting the shareholders on this occasion, in having to inform them that the costs and liabilities of the mine, over and above the produce of the ores and machinery, was 300*l.*, in addition to the sum of 456*l.*, which had been subscribed by some shareholders, and was to be returned—making 750*l.* to be provided for; to meet which a call would be necessary of 1*s.* 6*d.* per share on 10,000 shares, and they hoped the honourable feeling on the part of the shareholders would induce them to come forward and assist them out of the very unpleasant situation in which the unfortunate affairs of the mine had placed them.

From the statement of accounts it appeared, that, after the sale of the ores and machinery, which had taken place since the resolution to abandon the mine had been carried into effect, there still remained to be provided for, the sum of 750*l.*, as stated in the report.

A Gentleman, who attended as the representative of a shareholder, who was now in Cornwall (but who did not wish his name to transpire), stated, that a report was in circulation in the county that some parties were waiting to benefit themselves by this mine, as soon as the present shareholders relinquished it; that he had received a letter this morning, stating that two men were now at work, and raising rich ores, and that the observations made were, that "if the tributers could get a livelihood, surely it would pay the gentlefolks;" another said—"Never was such a thing known in Cornwall to knock up such a mine; that it might be accounted for why Mr. R. Taylor recommended the sale of the materials, as a balance was due to him, which was to be paid out of the first receipts," &c.

The Chairman, as well as Mr. Harrison, Mr. Field, and others, expressed their astonishment at such a report, as it was well known what pains the directors had taken to get at the best information to direct them in their steps; that, in addition to the reports of their agents (Messrs. R. Taylor and Moreom), which had been the means of inducing them, as well as the shareholders, to take proceedings for the abandonment of the mine, other reports had been received from Captains Richards and Francis, and the trial of the eastern ground had been discontinued, from the increasing hardness of the ground, and the sums set apart for that trial having been expended before its completion.

A lengthened conversation then took place on the subject, and several letters from Mr. Richard Taylor and Captain Morcom were read, recommending the steps taken by the company as the only ones which could, with prudence, be taken, as no hopes of remunerative working existed.—The Chairman and Mr. Harrison also expressed how severely themselves and Mr. Carr felt the disappointment they all, in common, experienced, and considered that they had not been at all well used by Mr. Taylor, whose reports had ever been most sanguine, and under a promise never to bring the mine into debt, and that now, on being applied to, letter after letter was sent him without eliciting an answer, and, when close pressed, and one did arrive, it was written in an off-hand crabbed style, and was anything but satisfactory.—It was arranged that the directors should immediately apply by letter to Captain Morcom, as to the rumour extant of the raising ores, and the prospect any adventurers would have in working the mine, and requesting an immediate explanation.—With respect to the 2*s.* 6*d.* per share which it was stated would be necessary to raise the 750*l.*, as very little more than half the 10,000 shares would be paid upon, Mr. Field thought a very serious objection would arise, in calling upon those willing to pay for an extra shilling per share to cover the deficiency of defaulters; it was stated that the interest of the directors amounted to one-third of the whole concern, and their shares would be paid upon—that the deficiency to be provided for had arisen entirely in consequence of the depression of mining property generally, or the machinery sold would have realised a much larger sum, as had been estimated, and the directors said, of course, they must leave themselves now in the hands of the proprietors, many of whom, no doubt, would come forward from honourable motives.—The report and accounts were then passed unanimously, and also the following resolution:—"That, in order to enable the directors to pay off the balance of liabilities due at the closing of the concern, the shareholders be called upon for the payment of 2*s.* 6*d.* per share."—Thanks were then voted to the chairman and directors, and the meeting broke up.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

Sept. 18.—I beg leave to inform you that the 110 fathom level west, and the winze sinking below this level, are without material alteration since last reported. In the 100 fathom level west the lode is fifteen inches wide, and worth 15*l.* per fathom; at this level east the lode is six inches wide, and interlarded with ore; the lode in the eastern stopes, in the back of this level, is still about two feet wide, and worth 28*l.* per fathom; the lode in the western stopes, in the back of ditto, is two feet wide, and worth 55*l.* per fathom. In the sixty fathom level west the lode is sixteen inches wide, and worth 26*l.* per fathom; the lode in the eastern stopes, in the back of this level, is eighteen inches wide, and worth 34*l.* per fathom; the lode in the western stopes, in the back of ditto, is twenty inches wide, and worth 34*l.* per fathom. In the eighty fathom level east the lode is sixteen inches wide, and producing stones of ore; the lode in the stopes, in the back of this level, is fifteen inches wide, and worth 25*l.* per fathom. In the sixty-two fathom level east the lode is six inches wide, and yielding a small proportion of ore. In the twenty fathom level east but little of the lode has yet been taken down. The tribute pitches, upon the whole, are still looking favourable. F. Phillips.

TINCROFT MINING COMPANY.

Sept. 19.—The lode in the new engine-shaft is about two and a half feet wide, worth 40*l.* per fathom in depth for the length of the shaft. The lode in the winze sinking under the fifty, to the east of the shaft, is about three feet wide, and worth 40*l.* per fathom. The stopes in the back of the fifty are worth 15*l.* per fathom. The stopes in the back of the forty are worth about 20*l.* per fathom; and the fifty end west is worth 10*l.* per fathom. We have not as yet seen the new lode beyond the cross-course, in the fifty east, but are driving north with the expectation of meeting with it very soon. The forty east and west are at present unproductive, although the lode in the west end has a kindly appearance. The thirty, west of engine-shaft, is producing some stones of ore. At the seventy-two, in the south mine, the lode is not so productive for copper ore as it has been, but is very much improved for tin. On the whole, our prospects are very encouraging. W. Paul.

WEST WHEAL JEWEL MINING ASSOCIATION.

Sept. 19.—Buckingham's shaft, sinking below the seventy, is a little more favourable. The seventy east, on Wheal Jewel lode, is worth 28*l.* per fathom; ditto west, on the same lode, is eighteen inches wide, spar, blende and grey ore; this is a lode of great promise. The fifty-seven east, on Wheal Jewel lode, is worth 18*l.* per fathom. The winze sinking below the fifty-seven is worth 15*l.* The forty-two east, on the same lode, is worth 40*l.*

S. Lean.

BEDFORD UNITED MINING COMPANY.

Sept. 19.—I beg to hand you my report of these mines. Marquis Lode—I am happy to say that we have forked the water, so as to enable the men to resume their work this day. In consequence of the water being in, we have not taken down any lode in the forty fathom level east and west since my last. In the thirty fathom level east an alteration since last reported. In the twenty-five fathom level west the lode is about eighteen inches wide, composed of spar, mundic, and copper ore—of the latter about one ton per fathom. The winze sinking in the bottom of the twenty fathom level east lode about two feet wide, composed of floor-spar, quartz, mundic, and copper ore—of the latter about two tons per fathom. The pitches are looking favourable. The shaft sinking up in the eastern part of the mine is progressing favourably. Delves Kitchen—The shaft is sinking in favourable ground.

J. H. Hitchins.

UNITED MILLS MINING COMPANY.

Sept. 20.—Williams's Shaft—Lode four feet wide, one foot on the north part producing some good ore. Sixty Fathom Level—In the eastern end of this level the lode is three feet wide, one foot good ore; in the western end the lode is three and a half feet wide, producing some good ore, with a promising appearance. Fifty Fathom Level—In this end the lode is two and a half feet wide, eighteen inches good ore; the lode in the winze is 2 ft. 6 in. wide, one foot ore of fair quality. Eastern Shaft—Lode three feet wide, eighteen inches ore of good quality. Forty Fathom Level—Lode three and a half feet wide, producing some ore—a little improved since last week.

Nicholas Langdon.

TREGOLLAN MINING COMPANY.

Sept. 19.—The sumpmen having been engaged during the past week in pulling down the necessary pitworks, &c., in Baker's shaft, I am unable to report to you anything new respecting the lode in said shaft. The lode in the fifty fathom level east is at present producing but a small quantity of ore, but the ground is still favourable for driving; this level is extended about twenty-one fathoms east of Baker's shaft. We are at present unable to work the eastern pitches below the forty fathom level, by means of cutting water, and we have not a winze to be sunk below this level by six men, about forty fathoms to the east of the lode, to communicate to the fifty fathom level at as early a period as possible, to drain the said pitches, that they may be wrought at a much greater advantage. We have sampled to-day, at Wadebridge (computed), fifty-five tons of fair quality ore. J. Nimmis.

TRELEIGH CONSOLS MINING COMPANY.

Sept. 17.—The lode in Christow sump-shaft, below the seventy, is still north of the shaft, and the ground favourable. In the seventy fathom level, west of ditto, commenced driving; lode two feet wide, with some ore—a kindly lode. The lode in the sixty fathom level, west of ditto, is eighteen inches wide, but little mineral. In the fifty fathom level, west of ditto, rising against Gordon's shaft in the country. In the forty fathom level, west of Gordon's, the lode is fifteen inches wide, not much ore. In Gordon's shaft, below the forty fathom level, sinking south of the lode in the country. Tribute pitches in this part of the mine generally have a favourable appearance. In the Good Fortune shaft, below the forty-four, the lode is twenty inches wide, worth 16*l.* per fathom. In the forty-four fathom level, east of ditto, the lode is 3 ft. 8 in. wide on the north part, worth 10*l.* per fathom. In the forty-four fathom level, west of ditto, the lode is two feet wide, worth 3*l.* per fathom—this level is working very kindly. In the thirty-four fathom level, east of ditto, the lode is three feet wide, worth 6*l.* per fathom. The adit, west of ditto, a kindly lode, three feet wide, but little mineral; the tribute pitches on this lode continue much the same. In the Maren shaft, cross-cutting north, I think we are quite through the lode, which is poor.

W. Sincock.

TRETOIL MINING COMPANY.

Sept. 19.—The lode in the forty fathom level, east of Williams's shaft, is ten inches wide, very good tribute ground. The lode in Henwood's shaft is ten inches wide, good tribute ground. The lode in the thirty fathom level, east of Henwood's shaft, is eight inches wide, producing good stones of ore. The north part of the Slide park lode, at the adit level, west of John's shaft, is four inches wide, producing a small quantity of ore. The tin lode at the adit level, east of Morcom's shaft, is much the same as last reported—seven feet wide, very good tin ground. We have sampled this day 132 tons of ore.

H. Williams. J. Morcom.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gold Report.—Returns from June 3d to June 29th (twenty-three days), 237 lbs. 3 oz. 6 dwts.—Total, from the 1st of January to the 30th of June, 631 lbs. 2 oz. 17 dwts. 10 grs.

Rio, July 18.—We have much pleasure to inclose you a dispatch received this morning from Mr. Crickett; and we also give you copy of what that gentleman addressed to us, which will inform you of the state of things in that quarter. We regret to learn that our letter of the 11th, 16th, and 21st ult. had been intercepted—originals we sent by post, but trust the duplicates we forwarded by the return troop will reach him.

July 20.—We hand you a duplicate gold report, commencing the 20th of June. Naylor, Brothers, & Co.

Exchange 25½, stock 69 ex div.

BRAZILIAN COMPANY.

Cata Branca, July 5.—The gold reports still continue sadly low, and the difficulties (increasing every fathom we sink) which we have to contend with make the working of Cata Branca very heavy, and I confess I am most anxious to remedy this. To explain what I mean—the depth and size (but principally the latter, being now west from twenty-six to twenty-eight feet wide) making necessary enormous timber to secure the walls, render it absolutely necessary that an arch of ground should be left entirely through the whole length of the mine. This, the new engine-shaft (when it reaches the lode, and which it shall be sunk to directly I can get men), will afford us the means of doing; it will cut the lode fifty four fathoms below deep adit. Our present bottoms are forty-two fathoms, leaving twelve fathoms; six will be ample for the arch, so that we have yet six fathoms to sink. Before the expiration of the time it will take to do that, the shaft will be, I hope, down, and the lode, cross-cut, &c., driven upon so as to form the new stopes. Should it not be—and, consequently, only a limited amount of tonnage be broken in the mine—I have no reason to think that our gold reports will show a falling off, for, by the 1st of August, I anticipate commencing with our small ten-head stamps the lodes both from the Bahu and D'huma (old name), or No. 13, and both of which I am satisfied will give a far better return than Cata Branca, the extreme falling off in value of which, I will not conceal from you, has disappointed me very much. It looks as good as ever, and I have seen as rich stones on the spalling-floor lately as I have ever done—nevertheless, it is very clear that, however rich isolated patches may be, the large mass is poorer than it was. That Cata Branca will again make rich there is not the slightest reason to doubt, and the part west of cross-course we have yet to prove—not that under the most favourable circumstances I consider it will equal the various lodes here (St. Antonio), which, although comparatively small, I believe will be found as rich, if not richer—at all events, they may, from their less size, and greater facilities in other respects, be worked at a far less expense. I led you to hope I should, at this time, have been able to speak surely upon this point, but there is no calculation to be made in this country, for the native workmen, upon whom we are entirely dependent for bringing in timber, are not to be relied upon—indeed, under the circumstances of the times, this establishment has been singularly fortunate. I believe you have had no information respecting the No. 13 lode. About a fortnight before I went to Conceiçao, having a whim idle, I directed the water to be headed out, so that it might be examined; this was all but done the day I left, and, on the bottoms being seen, not a very favourable report was made, but the samples taken on a subsequent examination showed well (a list of these will be seen on present gold report), and Captains Treweek and Vercan (Captain Williams having a wounded hand prevented his going down) were as much pleased with its appearance as they were before disappointed. Lieut. Griffiths—the engine not being ready—thought it best, till he knew my views, to let the water rise, so that since my return, as it would have interfered with the main object of working it, I have restrained my curiosity, and not yet seen it. The stone sent me of the rich sample, I should (as the mining captains did at first) have pronounced worth nothing; it is simply a soft quartz, rich in gold, but utterly destitute of other mineral, save a little iron; it is a singular thing, that where the rich sample was taken is fathoms above the bottom, and is a line running the flat wall side of where the old end is driven. They could not have seen it—however, a little while, and I shall be able to tell you more about it. W. Cotesworth.

Gold return for four weeks to 1st July, 57 lbs. 4 oz. 10 dwts. 12 grs.—Ditto for the month of June, 61 lbs. 4 oz. 3 dwts. 8 grs.

MINING NOTICES.

[Under this head we purpose collecting such paragraphs as may appear in the provincial and other Journals, having reference to discoveries and improvement in mining operations at home and abroad. It is hardly necessary to observe, that we must not be considered to admit the correctness of the information conveyed, which, in too many instances, requires cautious investigation—the sanguine expectations of parties in short intervals, and the want of honesty in others, throwing a degree of responsibility on a Journal in giving publicity to reports, which we deem almost taking upon ourselves.]

Imperial Brazilian Mines.—A chance vessel brings some interesting accounts of the late workings of the Imperial Brazilian Mines. For twenty days the average success had been at the rate of 10 lbs. of gold per diem. Several of the days' produce of late exhibits the success, but gratifying, result of 35 lbs., 30 lbs., and 22 lbs. of gold per diem. Whether, however, a vein has at length been discovered in new ground at the forty-first fathom, or whether it is a mere "rest" or branch of gold that has been met with, does not transpire. The exciting arrival is, in consequence, looked for with much interest by the parties who have long had their capital locked up in the concern, and in a state of unproductiveness. The returns, on the whole, of the last six months, indicate richness in the mine, the amount exceeding considerably 600 lbs. of gold. A dividend seems to be, therefore, already made certain. Strict economy in the management of the affairs of the company, and a reduction of the duty from 25 to 10 per cent., were also points of importance in the history of the mine. It should be added, that it was at the forty-first fathom each large returns were yielded some eight or ten years ago by the Gongo Soco. The Imperial Brazilian shares, lately selling at 7*l.* to 6*l.* per share, are now held at 9*l.* to 10*l.* per share.—*Morning Post.*

Silver Lead Mines in France.—Owing to the working of the mines in Sark and Herm, and the discovery of mines in Guernsey, these islands have, it would appear, acquired to the collectors of the French, in the neighbouring departments, the character of a mineral district, in the same way as we are accustomed to look upon Cornwall. One of the consequences resulting from this circumstance has been that the owner of a very large and valuable silver lead mine near Rennes, which has not been worked since the year 1794, lately opened a communication with Mr. Hunt, the discoverer of the Sark Mines, and one of the directors of the company, with the view of obtaining his opinion as to the expediency of again working the mine, and the means of so doing. Mr. Hunt having been several times to examine the mine in question, and having satisfied himself that it contained no almost inexhaustible quantity of rich ore, which was obtainable by the means of a comparatively small outlay, has lately taken a lease of the same from the proprietor for forty years, with the privilege of renewing it at the expiration of that period for a further term of forty years. The mine, which is known by the name of Pont Pean, was worked from 1732 to 1794, when the political troubles of France caused it to be abandoned. During that period it produced an immense quantity of ore, which yielded about 65 per cent. of lead, and about 30 oz. of silver to the ton, and it was clearly ascertained that the vein which was being worked contained ore to the value of many millions of francs. But at that period the science of mining was but little known to the proprietors of the mine, nor had they the means which have since been discovered in the powers of steam. Many thousand tons of blende were thrown aside as valueless, from which, by a modern process, a considerable quantity of zinc can be extracted, and which, from this cause, may be at once made to realise a large sum of money. Moreover, the slag, or residue of the ore, is found, from the imperfect manner in which it had been worked, to contain a considerable quantity of lead, which may be easily and profitably extracted. But although the ore was turned to an inadequate account, the excavations appear to have been carried on in so able and substantial a manner, that the timber-work employed therein is in as good a state as when it was first made; and it is found that nothing is required to bring the mine into profitable working order but to pump out the water which has accumulated. This, it is considered, may easily be done by steam-engines, in the place of the imperfect hydraulic machinery previously used for that purpose. The mine is situate on the banks of a river which communicates with the ports of St. Malo and Redon, by which it possesses the easy means of procuring fuel, and of transporting its produce. We have been induced to give this statement, because we understand that some of our island capitalists are about to embark with Mr. Hunt in this undertaking. It is stated that there are only two other silver-lead mines in France of any consequence—viz., those of Villefort and Pouilouen, neither of which is comparable in riches with that of Pont Pean.—*Guernsey Star.*

Brancepeth Colliery.—On Saturday last the Brancepeth Colliery Company, Messrs. Love, Straker, R. Thwaites, and Pearson, succeeded in "winning" a very promising seam of coals in Brancepeth Parks. The seam is about four feet clear coal, and it has been pronounced by several experienced viewers to be of a quality equal to that of the best Wall's End shipped from this county. This is important, not merely as regards personal or local interests, but as it relates to the country at large. It has long been a favourite theory that the coals west of Durham were of an inferior quality, and hardly fit to be shipped for the London market. This sinking, however, fully shows that the West country coals are equal in those produced nearer to the sea; and when we take into consideration the facility of winning, the greater distance of conveyance is fully compensated for, and we confidently predict that the western coal-field will yet meet with proper attention, and afford to the enterprising speculators a profitable return.—*Durham Advertiser.*

MINE ACCIDENTS.

Disastrous Accident in a Coal pit at Tinsbury.—On Saturday last, whilst four masons were at work walling the sides of a coal-pit at Tinsbury, belonging to Messrs. Palmer, Paris, and Co., the engineer let down what are termed the "hodges," full of coals. Seeing themselves in imminent danger from the approach of one of these hodges, they called out to the man to stop it; but from some cause hitherto unexplained he took no notice of it, and let down the hodge with the usual velocity. The fearful consequence was that the four men were killed on the spot by the tremendous contact of the heavy vehicle with their bodies.

Sutton Coal-pit, near Whitehaven.—On Tuesday week an accident occurred in this pit, the property of the Earl of Lonsdale, by which a blaster, named T. Farrell, nearly lost his life. It appears that Farrell and his brother were working together, and having completed a boring they put in the powder, and prepared the blast in the usual manner; unfortunately, however, the match was applied to the train too soon, and the explosion took place before they had time to get beyond the reach of danger. The consequence was that Farrell was most seriously injured by the shattered mass, some heavy pieces of rock striking him with great force, and bruising him in the most frightful manner. He was taken to the infirmary, where he still lies in a very dangerous state.

Byers'-green Colliery.—As M. Coulson was at his work in this colliery, on the 31st ult., he went to the bottom of the shaft, where he gave the usual signal to be drawn up; he did not, however, get into the cage before giving the signal, which he ought to have done, and, consequently, the cage began to ascend before he had got both his legs into it, and the engine could not be stopped before it had ascended ten fathoms of the shaft. One of his legs was jammed between the slides and the cage, and was so much injured that amputation was deemed necessary. The poor man died a short time after.

Neilson, near Haverfordwest.—A melancholy accident happened on Thursday week at Messrs. Bowen and Whitton's colliery, where one of the colliers, named Warlow, had the charge of a train of gunpowder (rendered necessary for the purpose of blowing up a large rock near which he was standing, and the train was set fire to sooner than was expected), when the explosion so dreadfully injured him that he expired almost immediately.

Ebbw Vale.—A melancholy accident, attended with loss of life, occurred on the 1st inst., in one of the mine levels at Ebbw Vale, by the sudden fall of an enormous mass of earth, whereby a poor miner, named Rees Phillips, was killed on the spot.—An accident also happened, on the following Tuesday, to the son of Isaac Rees, miner, who, unaware to the hauler, in endeavouring to ride on one of the Trevil limestone trams, fell between the wheels of the tram, where his body became frightfully mangled, and died on the spot.

Nantypia.—On Monday last, as a young man, named Jones, a hauler in a mine level, was at his work, very early in the morning, and before any of his fellow-workmen, in driving the horse through a portion of the level which had water knee deep, he rode on the hook, when his head came in contact with the roof or top; the concussion was so great that he fell under the trams, and was dragged on some distance, until the horse stopped of his own accord; the men coming to their work about six o'clock, discovered the poor man in that awful predicament, they immediately extricated him, and carried him home, where everything that medical skill and care could do was done, but he died on the following day in consequence of internal injuries.

Dolgelly.—Very recently a man, named Morris Jones, was much injured by the falling of earth, at Gwanas Quarry, near this town, but is now recovering.

THE DISCOVERY OF COAL AT CWM TILLERY.

The discovery we noticed last week as having been made by Mr. Thomas Brown upon his property at Cwm Tillery, has been celebrated in the neighbourhood by a sumptuous dinner.—After Mr. Brown's health had been drunk, that gentleman said that the event they were met to celebrate was to him a most important one; he had been exploring, as it were, a new district, in which many natural difficulties presented themselves, and though he had never any doubt upon his mind as to what the property would really turn out, yet he must say that his most sanguine anticipations had been more than realised, for, to use the words of a mineral man of great experience in the trade, around to some, and who had that morning accompanied him to the bottom of the pit, and there seen the coal (he meant Mr. Deakin, of Blaenavon), the coal was of first-rate quality, and several thicknesses—in fact, nearly double the quantity of workable coal found in the Nantyglo valley, and with an excellent top. In addition to this, it should be remembered that the pit, barely seven feet in diameter, had been sunk with an engine of small power, and without the aid of pumps, the whole 130 yards; and this has been accomplished without the slightest accident to any person engaged thereon.—Some very excellent speeches were made, complimenting the worthy proprietor and his brother upon the spirit with which the work had been conducted, and the great success which had attended their endeavours; in the course of which Mr. James Brown's health was proposed and drank with much enthusiasm. In returning thanks for the honour done him, that gentleman said that the success of his brother was most gratifying to him and all the family, than which nothing could be more satisfactory; he had given the matter his best aid and judgment, the result of which they well knew; he had no doubt that Cwm Tillery, though now a quiet vale, would ere long become a populous and flourishing district, to furtherance of which, the completion of the noble Newport Dock, now so near at hand, would be a great auxiliary. Great and important as he held this dock to be, for the good of the county of Monmouth, yet there was another much greater desideratum to be obtained, which was that of a railroad to Newport, to enable it to fully develope its mineral resources. In the last few months he had travelled repeatedly on the principal lines in the kingdom, and was forcibly struck with the great ease, facility, and cheapness with which goods are conveyed thereon, compared with the wretched speed, consequent sacrifice of property by jolting, and heavy charges, upon the present line of communication. Nothing short of a railway could remedy this, and as a line of county possessing greater facilities for making railways than most others, if not any other, in England, he trusted the day was not far distant when the present heavy evils would be done away with. His brother and he had always done their best to promote the comfort and happiness of the working classes, from among whom they were proud to say they had sprung; and although the last three years were years of unexampled depression, increased by the combinations of wicked and designing men, some of whom were now paying the penalty for their misdeeds, yet he hoped that the "long lane" had at length been found to have a turning, and they at last desired to see the time come when they could in like reward the services of the men they employed. They did not desire to coop a rapid fortune out of the toil of a hard-worked and ill-paid people, but they hoped on the Glow of all things prospered from on their undertakings, that they should not forget those who worked for them, and that their joy would increase by seeing their workmen well paid, happy, and comfortable. After passing a high eulogium on the men of Cwm Tillery, Mr. B. resumed his seat amid cheers.—Several other speeches were delivered, and the company separated, after passing a very agreeable meeting.

CURRENT PRICES OF STOCKS AND SHARES.

In British securities there has been but little doing; 3 per Cent. Consols were firm all the week at 97⅞ ⅞—the last quotation being 97⅞. New 3½ per Cent. Annuities were also firm at 100⅞ 101⅛. In India Stock a little was done at 249 50—the last quotation being 249; 3 per Cent. Consols for Account were firm at 97⅞ 98⅛. A fair demand of business was done in Exchequer Bills; 1000*l.* 2½d. sold at 51s. 50s. pm.; 2d. 49s. 51s.; small, 2½d. 51s. 50s.; 2d. 49s. 51s. The other securities were either shut, or there was nothing doing. Business in foreign securities has been equally slack with the British during the week, and has been done with but little or no alteration upon last week's prices.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, 97⅞ ⅞	Dutch, 2½ per Cent., 51¼ ⅞
Ditto Account, 97⅞ 8	Ditto, 5 per Cent., 101⅞ ⅛
New 3½ per Cents., 101	Portuguese, 5 per Cent., 36¼ ¾
Reduced 3 per Cents., Shut	Ditto, 3 per Cent., 21 ¼
Reduced 3½ per Cents., Shut	Russian, 5 per Cent., 112½ 13½
Long Annuities, Shut	Spanish, Actives, 5 per Cent., 16¼ ¾
Bank Stock, Shut	Ditto, 3 per Cent., 27¾ ⅞
Exchequer Bills, 51 3 pm.	Chili, 6 per Cent., 89 91
Belgian Bonds, 5 per Cent., 102	Colombian, 6 per Cent., 20¾ 1
Brazil, 5 per Cent., 67½ 8½	Mexican, 5 per Cent., 34⅞ 5⅞
Danish, 3 per Cent., 83½ 4½	Peru, 15 16

[*From our own correspondents.*]

PARIS, Sept. 22.—5 per Cents., 118*f.* 90c.; 3 per Cents., 80f. 15c.; Bank Actions, 3,3*f.*; Rente de Naples, 107*f.* 40c.; Romans, 105; Spanish Actives, 21¼; Belgian 5 per Cents., 106¼, 106⅞; ditto 3 per Cents., 104*f.* 1 5¼; Belgian Bank, 770*f.* 00c.; Haytian Loan, 572*f.* 50c.—St. Germain Railway, 840*f.*; Versailles, R. B., 281*f.* 25c.; L. B., 96*f.* 25c.; Rouen, 650*f.*; Orleans, 500*f.* 0c.; Strasburgh to Bâle, 202*f.* 0c.—Exchange on London, one month, money, 25*f.* 40c.; three months, paper, 25*f.* 37½c.; money, 25*f.* 35c.

LATEST PRICES OF IRISH STOCKS.—3 per Cent. Consols, 92 7½; 3½ Stock, 99⅞ ⅞; ditto New, 1800, 100¼; 3½ per Cent. Debentures, 97¼*l.*; Bank Stock, 177*l.*—Kingstown Railway, 80*l.*; Dublin and Drogheda, 18*l.*—Hibernian Bank, 3*l.*; Royal Bank, 9⅞*l.*; Provincial Bank, 40*l.*—City of Dublin Steam Company, 107¼*l.*; ditto Stock, 180*l.*, 50⅞*l.*—Steam Ship Building Company, 49¼*l.*; British and Irish ditto, 51*l.*—National Insurance Company, 28⅞*l.*; Patriotic, 7⅞*l.*—Mining Company of Ireland, 13⅞*l.*; Wicklow Copper Mines, 17⅞*l.*

LEEDS, Thursday.—We have to record another week of dull and diminished business in the share market, and yet we ought not to be surprised at this state of things, generally speaking; the more we think of the results of the last half-yearly meetings, of a vast proportion of the railways, the more we are satisfied that this description of property has received such a shock, in the estimation of the shareholders, if not of the public, that nothing but an improvement—and a great one, too—in the receipts of the main lines, and a vastly diminished expenditure, will be able to bring them again into favour. To accomplish both these points on the North Midland has been the object of the committee, which has just terminated its labours, after a week's hard work; and their "report" has already been given in to the directors, with whom it now rests to call a special general meeting, for the purpose of laying before the shareholders those matters that the committee recommend should be adopted to improve the position of this costly undertaking. It is satisfactory to know that, in their recommendations, the committee are quite unanimous in what they do recommend to be done, and we are quite satisfied that, as a body, the shareholders could not have placed their interests in better hands—two of them we know to be most thorough paced men of business, besides the two auditors, whose labours have more than once been shown to the proprietors. In the *Railway Times* of last Saturday the Editor brought forward a plan (at least, he strongly alluded to it) of uniting the North Midland, the Midland Counties, and the Birmingham and Derby lines, which is the very thing we have been harping over during the past month, and to which we made such pointed allusion in the report of the share market we sent to the *Mining Journal* of the 17th of August. Nothing, in our opinion, would serve so effectually to rescue these undertakings from their present unfortunate position than such an arrangement. The three lines united just about equal in length the Great Western, as it now stands, with its tributaries, and as they all meet together at the Derby station, what could be more convenient for the purpose of uniting and concentrating the main part of the management there? Another plan has also occupied our attention, which such a change as this would very much facilitate, but it is hardly ripe enough to bring forward at present. To this subject we shall most likely again return in our next or subsequent reports.—North Midlands continue very quiet at 57*l.* for the old shares; Manchester and Leeds are again giving way in price, the traffic not keeping up so well as was looked for, which must be mainly attributed to the depression in trade, and also to the unquiet state of the operatives, which is most unfortunate at this period, when trade might improve, if not checked by circumstances of this nature; the old shares stand, not strongly, at about par to ½ pm.; York and North Midlands remain much the same, as well as other stocks that we generally quote, with no appearance of any immediate improvement. We annex our quotations:—North Midland Railway, 57*l.*; York and North Midland, 88¼*l.*; Leeds and Selby, 9*l.*; Hull and Selby, 54¼*l.*; Great North of England, 55*l.*; Manchester and Leeds, 71¼*l.*; Sheffield and Rotherham, 26*l.*; Edinburgh and Glasgow, 48*l.*; Bristol and Exeter, 46¼*l.*; Cheltenham and Great Western, 22*l.*; Northern and Eastern, 87*l.*—Leeds Banking Company, 16¼*l.*; Leeds and West Riding, 8*l.*; Leeds Commercial, 5⅞*l.*; Yorkshire District, 7⅞*l.*—Leeds and Liverpool Canal, 600*l.*; Huddersfield, 16¼*l.*; Rochdale, 54*l.*—Leeds and Yorkshire Assurance Company, 13¼*l.*—Leeds Old Gas Company, 225*l.*; Leeds New Gas Company, 36¼*l.*—Leeds Commercial Buildings, 19*l.* R. D. WATSON & CO.

HULL, Thursday.—The share market is without animation; Midland Counties, Manchester and Leeds, and Northern and Eastern, are thought worthy of attention at the present low prices; there are buyers of Leeds and Selbys at above 30¼*l.*, and sellers of Hull and Selbys below 54¼*l.*, but there is very little business passing.—Birmingham and Derby, 4*d.* to 41*l.*; Eastern Counties, 8⅞*l.*; Edinburgh and Glasgow, 48⅞*l.*; Grand Junction, 192*l.*; Hull and Selby, 55*l.*; Lancaster and Preston, 26⅞*l.*; Leeds and Selby, 9*d.* to 9*l.*; Liverpool and Manchester, 178*l.*; London and Birmingham, 192*l.*; London and Brighton, 33⅞*l.*; London and South-Western, 63¼*l.*; Manchester and Birmingham, 25⅞*l.*; Manchester and Leeds, 71*l.* to 72*l.*; Midland Counties, 60*l.*; Newcastle and Carlisle, 87*l.*; North Midland, 57*l.*; Sheffield and Rotherham, 26*l.*; York and North Midland, 90*l.*—Yorkshire District Bank, 8*l.*; Sunderland Joint Stock, 13*l.*—Hull Dock, 120*l.*—Hull Gas, 26*l.*—Hull Marine Insurance, 11*l.*

GLASGOW, Thursday.—Bank of Scotland, 155*l.*; Royal Bank, 155*l.*; British Linen Company, 207*l.*; Commercial, 153*l.*—North British Fire and Life Insurance, 19*l.*—Ballochney Railway, [illegible]; Dundee and Arbroath, 17*l.* to 18*l.*; Edinburgh and Glasgow, 48⅞*l.*; Garnkirk and Glasgow, 5⅞*l.*; Glasgow and Greenock, 18*l.*; Glasgow, Paisley, Kilmarnock, and Ayr, 34*l.*; Monkland and Kirkintilloch, 53⅞*l.*; Slamannan, 25*l.*; Wishaw and Coltness, 38⅞*l.*—Royal Exchange, 42*l.*—Old Clyde Shipping Company, 50*l.*—Neill's Iron Company, 3*l.*

Mr. Watson's Monthly Report.—Money continues abundant in the London market, with every prospect of its continuing to be so—the stock of bullion in the Bank of England being large, and the harvest throughout all parts of the kingdom (allowed to be greatly more abundant than for many years) being now secure; operations are, however, as usual at this season, on a very limited scale. Several of the Scotch banks have reduced the rate of interest allowed on deposits to 2½ per cent., and that charged in discounting bills to 4 per cent., and there is little doubt but that the others will immediately follow. The effect of this should be to increase the marketable value of all good investments, and it has already been partially felt in the increased demand which has taken place for all kinds of bank stocks. The greater portion of bank shares that were offering in the market, have been either sold or withdrawn. The stocks of the Royal Bank and Bank of Scotland are in demand, at an advance of 1*l.* per share. Clydesdale has risen from 12*l.* 5s. to 12*l.* 12s., and Glasgow Joint-Stock from 7*l.* 15s. 6d. to 7*l.* 17s. 6d., at which price there are buyers but no sellers. Greenock Union is 5s. per share higher. There is little change in the value of insurance companies' shares, except in those of the Clyde Marine, which are 5s. lower, and those of the North British, which are 7s. 6d. higher. Scottish Union sells freely at 24s. The revenues of the mineral lines of railway in this neighbourhood have been materially affected by the strike of the colliers and miners, and prices of some of them have given way considerably. The satisfactory report made by the directors of the Edinburgh and Glasgow Railway, at the half-yearly general meeting, and the continued large traffic on the line has given great firmness to this stock, and there is little [illegible] present prices. Since the half-yearly meeting of the Ayrshire Railway Company, at which a dividend of 17s. 6d. per share was declared, the stock continues at [illegible] 15s. to 34*l.* ex dividend.—Glasgow Wishaw and Glasgow Gas shares are wanted [illegible] quotations.—A decline in price has taken place in almost all the English railways, notwithstanding large traffic returns received from several of them; but, as the payment of the October dividends on Government securities will soon be made to the public, it is not unlikely, from the high price of Consols, that a large amount of the sums drawn for these will be invested in the better classes of railway shares.

EDINBURGH, Thursday.—Edinburgh and Glasgow Railway, 47⅞*l.*; Dalkeith and Edinburgh, 25*l.*; Glasgow and Greenock, 18⅞*l.*; Glasgow and Garnkirk, 55*l.*; Glasgow and Ayrshire, 33⅞*l.*; Wishaw and Coltness, 37*l.*; Dundee and Arbroath, 18*l.*; Arbroath and Forfar, 23*l.*—Bank of Scotland, 155*l.*; Royal Bank, 152*l.*; British Linen Company, 209*l.*; Commercial, 153*l.*; National, 1*d.*; Edinburgh and Leith, 3⅞*l.*; Glasgow Union, 25*l.*; Western Bank of Scotland, 66*l.*; City of Glasgow, 8*l.*—Caledonian Fire and Life Insurance, 2*l.*; Hercules Fire, 12*l.*; North British Fire and Life, 19*l.*; Standard Life, 12*l.*—Edinburgh Gas, 3*l.*; Edinburgh and Leith Gas, 23*l.*—Forth and Clyde Canal, 19*l.*

BRISTOL, Friday.—We have had scarcely anything doing this week, but no material alteration in prices since our last.—Great Western Railway, 6*l.* to 8*l.*; ditto, halves, [illegible]; ditto, fifths, [illegible]; Bristol and Exeter, [illegible]; Bristol and Gloucester, [illegible]; Birmingham and Gloucester, [illegible]; Birmingham and Derby, [illegible]; Cheltenham Union, [illegible]; Taff Vale, [illegible]; London and Brighton, [illegible]; Eastern Counties, [illegible].—Bristol Gas Company, [illegible]; Clifton, [illegible].

LIVERPOOL, Friday.—Chester and Birkenhead Railway, 24⅞*l.*; Eastern Counties, 8⅞*l.*; Grand Junction, 190*l.*; Great North of England, 5*l.*; Lancaster and Preston, 26⅞*l.*; Liverpool and Manchester, 182*l.*; London and Birmingham, 191⅞*l.*; London and South Western, [illegible]; London and Brighton, 3*l.*; Manchester, Bolton, and Bury, [illegible]; Manchester and Birmingham, [illegible]; Manchester and Leeds, 71⅞*l.*; Midland Counties, 60*l.*; North Midland, [illegible]; North Union, [illegible]; Paris and Rouen, [illegible]; South Eastern, [illegible]; York and North Midland, [illegible].—Borough Bank, [illegible]; Bank of Liverpool, [illegible]; Liverpool Banking Company, [illegible]; Manchester and Liverpool District, [illegible]; North and South Wales, [illegible]; Royal, [illegible]; Union, [illegible].

MANCHESTER, Thursday.—Birmingham and Derby Railway, 41*l.*; Birmingham and Gloucester, [illegible]; Manchester and Birmingham, [illegible]; Manchester, Bolton, and Bury, [illegible]; Manchester and Leeds, 71⅞*l.*; Midland Counties, [illegible]; North Midland (Leeds to Derby), [illegible]; Sheffield and Manchester, [illegible]; York and North Midland, [illegible].—Bank of Manchester, [illegible]; Manchester and Liverpool District, [illegible]; Manchester and Salford, [illegible]; South Lancashire, [illegible]; Union of Manchester, [illegible].—Manchester Fire and Life Assurance Company, [illegible].—Union Plate Glass Co., [illegible].

BIRMINGHAM, Thursday.—London and Birmingham Railway, [illegible]; London and Brighton, [illegible]; London and South Western, [illegible]; Great Western, [illegible]; Birmingham and Derby, [illegible]; Birmingham and Gloucester, [illegible].—Birmingham Banking Company, [illegible]; Birmingham and Warwick Canal, [illegible]; Birmingham Water-works, [illegible]; Old Union Mill, [illegible].

SALE OF COPPER ORES IN CORNWALL.

Sampled Sept. 7, and sold at Pearce's Hotel, Truro, Sept. 22.

Mines.	Tons.	Price.	Purchasers.	Mines.	Tons.	Price.	Purchasers.
Treasavean	117	£5 2 0	Vivians.	Wh. Jewel	71	£5 15 6	Williams.
ditto	111	7 3 6	—	ditto	29	4 8 6	—
ditto	105	4 9 6	—	Trethellan	99	4 6 6	P. Grenfells.
ditto	95	4 16 6	—	ditto	89	4 4 6	—
ditto	82	6 9 0	Williams.	ditto	87	4 3 6	—
ditto	81	4 19 0	Vivians.	ditto	54	6 1 6	—
ditto	80	4 8 6	—	Fowey C.	110	6 6 6	Williams.
ditto	74	4 10 6	—	ditto	101	5 7 6	P. Grenfells.
ditto	79	5 14 6	—	ditto	91	4 19 0	—
ditto	63	6 14 6	Williams.	P. Consols	111	7 10 6	Williams.
ditto	43	5 9 6	Vivians.	ditto	101	7 19 6	Freemans.
S. Caradon	151	7 1 6	—	ditto	61	5 6 0	—
ditto	61	7 2 6	English Co.	Holmbush	106	12 12 6	Vivians.
ditto	61	7 2 6	Williams.	ditto	97	5 16 6	Freemans.
ditto	106	6 12 6	Vivians.	Cregg B.	115	7 10 6	Nevill & Co.
ditto	95	7 4 6	Freemans.	ditto	85	3 15 6	P. Grenfells.
ditto	63	4 14 6	—	ditto	9	5 4 6	Vivians.
ditto	29	4 6 6	Vivians.	West Jewel	57	7 17 6	P. Grenfells.
Poldice	84	5 12 6	Williams.	ditto	55	5 17 6	Vivians.
ditto	69	7 1 6	—	ditto	34	3 18 6	Freemans.
ditto	62	7 2 0	—	E. Downs	100	3 15 6	Vivians.
ditto	60	5 13 6	—	W. Caradon	46	7 12 6	English Co.
ditto	59	6 2 6	—	ditto	46	7 12 6	Freemans.
ditto	58	5 17 6	—	Wh. Maiden	67	4 12 6	Freemans.
ditto	51	6 10 6	—	Harmony	17	4 15 6	—
ditto	42	5 13 6	—	Wh. Damsel	16	3 13 6	Williams.
Wh. Jewel	114	6 18 6	—	Richards ore	9	1 18 0	Freemans.
ditto	87	9 15 6	P. Grenfells.	ditto	4	0 18 6	Williams.
ditto	79	5 7 6	Nevill & Co.	Wh. Mary	10	2 2 6	P. Grenfells.

TOTAL PRODUCE.

Treasavean	919	£5001 13 6	West Wh. Jewel	146	£796 17 6
South Caradon	570	3774 4 6	Williams's E. D.	100	379 10 6
Poldice	486	3014 3 6	West Caradon	92	693 4 0
Wh. Jewel	380	2491 7 6	Wh. Maiden	67	309 17 6
Trethellan	318	1577 13 0	Wh. Harmony	17	79 1 6
Fowey Consols	302	1669 1 6	Wh. Damsel	16	58 16 0
Par Consols	282	2040 11 6	Richard's Ore	13	19 3 0
Holmbush	203	1903 5 6	Wh. Mary	10	21 5 0
Cregg Braws	179	1116 18 6			

Average standard, 113*l.* 16s.—Average produce, 7⅞.—Average price, 6*l.* 9s. 0d.—Quantity of ore, 4120 tons.—Quantity of fine copper, 321 tons 14 cwt.—Amount of money, 24,961*l.* 13s. 6d.—Average standard of last sale, 114*l.* 9s.—Average produce, 7¼.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	167	£782 14 0
Vivian and Sons	1884	7982 8 6
Freeman and Co.	610	4301 17 0
P. Grenfell and Sons	619	4098 2 6
Sims, Willyams, Neville, Druce, and Co.	194	1287 2 6
Williams, Foster, and Co.	1156	6619 9 0
Total	4129	£24,961 13 6

Copper ores for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—Consols, 381; United Mines, 619; Hallenbeagle, 207; Treasavean, 256; Fowey Consols, 206; Wheal Ellen, 180; Treleigh Consols, 174; Trewavas, 151; Wheal Moser, 51; Wheal Vyvyan, 47; Francis's Ore, 45; Great Wheal Fortune, 21; Wheal Clifford, 18; Wheal Comfort, 15.—Total, 2148 tons.

Copper ores for sale on Thursday week, at Serpell's, Pool.—Mines and Parcels.—East Wheal Crofty, &c., 707; South Wheal Basset, 389; Camborne Vean, &c., 801; Dolcoath, 204; United Hills, 281; Par Consols, 269; Fowey Consols, 229; Eas. Pool, 147; Tretoil, 132; Wheal Harriet, 103; Brewer, 73; Tregullan, 55.—Total 2968 tons.

SALE OF COPPER ORES AT SWANSEA.

Sampled August 31, and sold on the 21st of September.

Mines	Tons	Produce	Stand.	Price	Mines	Tons	Produce	Stand.	Price
Cobre	108	13¾	101	11 2 6	Knockmahon	79	10¾	105½	9 1 0
ditto	97	13½	100	11 2 6	ditto	64	7¼	109½	6 5 0
ditto	97	13¼	100	11 2 6	Chili	98	18½	97½	16 3 0
ditto	99	22¼	95½	19 1 6	ditto	37	17¾	97½	15 14 0
ditto	48	22¾	95½	19 1 6	ditto	36	50½	92½	44 5 0
ditto	81	21½	96	19 5 6	ditto	19	37	93½	32 6 6
ditto	79	13¼	101½	11 6 6	ditto	62	41	93½	36 0 0
ditto	47	21¾	96½	18 11 6	ditto	65	21¾	97	18 12 0
ditto	46	17¾	97½	15 18 6	Bearhaven	123	10	106½	8 8 0
ditto	15	19	97½	16 6 6	ditto	98	10	106½	8 8 6
Santiago	100	16¼	99	13 16 6	ditto	82	11¼	103½	9 17 6
ditto	97	16¼	99½	13 17 6	Copiapo	102	25½	96½	22 7 0
ditto	96	16¼	99	13 17 6	ditto	100	25½	96½	22 8 6
ditto	95	16½	98	13 18 0	Llwynda	33	5¾	117½	2 14 6
ditto	99	16½	99	13 17 6	ditto	6	5¼	117½	4 10 0
ditto	98	16¾	99½	13 18 0	Cronebane	50	6¾	116½	5 6 6
ditto	99	16¾	99½	13 16 0	Ulpha	48	8¾	109	7 5 6
Knockmahon	129	11½	104½	9 19 6	Lackamore	36	11	105	9 0 0
ditto	115	9½	109	6 18 6	ditto	1	10¾	105½	9 7 6
ditto	102	7¾	111	6 7 0	Cuba	4	3¼	133	2 9 0
ditto	94	14	101½	11 19 0					

Total tons, 2884.—Total amount, £33,280 13 6

TOTAL PRODUCE.

Cobre	687	£9866 14 0	Llwynda	39	£171 8 6
Santiago	673	9583 16 6	Cronebane	50	281 5 0
Knockmahon	540	4552 2 6	Ulpha	48	349 4 6
Chili	374	7790 12 6	Lackamore	37	343 16 6
Bearhaven	303	2269 16 6	Cuba	4	9 12 0
Copiapo	302	4622 4 0			

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	374½	£7342 0 3
Freeman and Co.	32	274 0 0
Grenfell and Sons	495	3684 7 6
Sims, Willyams, Neville, Druce, and Co.	245	3489 11 6
Vivian and Sons	549	7182 16 0
Williams, Foster, and Co.	997½	13477 9 3
Total	2884	£33,280 13 6

Copper ores for sale on the 5th of October:—Cobre 101, ditto 89, ditto 83, ditto 81, ditto 80, ditto 80, ditto 80, ditto 78, ditto 74, ditto 70, ditto 53, ditto 41, ditto 30—Santiago 111, ditto 100, ditto 102, ditto 98, ditto 101, ditto 95, ditto 78, ditto 75, ditto 74—Knockmahon 98, ditto 91, ditto 74, ditto 61, ditto 60—Copiapo 98, ditto 53, ditto 96, ditto 59, ditto 51—Bearhaven 185, ditto 81, ditto 57—Ballymurtagh 98—Tigrony 58, ditto 45—Chili 58—Llwynd 87, ditto 11.—Total, 2933 tons.

SALE OF BLACK TIN,

By Ticket, on the 21st of September, at Truro.

Mines.	Tons.	Price.	Amount.	Purchasers.
Tretoil	3	£34 17 6	£104 12 6	Bolithos and Co.
ditto	3	34 17 6	104 12 6	Williams and Co.

Total tons, 6.—Amount, £209 5 0.

LATEST CURRENT PRICES OF METALS.

LONDON, SEPTEMBER 22, 1843.

	£ s. d.		£ s. d.
Spelter—Foreign, ton 27*l.* 0s to	27 10 0	Copper—Old ... per lb.	0 0 9
" For delivery	—	" Cake p. ton 80 0 0 to	82 0 0
Zinc—English sheet	42 0 0	" Pot cake ... 0 0 0 to	85 0 0
Quicksilver ... per lb.	0 4 0	" " tile ... 0 0 0 to	84 0 0
Iron—English bar, &c. ... p. ton	6 0 0	Tin—English, blocks, &c. cwt.	3 9 0
" Nail rods	7 0 0	" " bars ... 0 0 0	3 10 0
" Hoops ... 0 0 0	8 0 0	" Foreign, Banca ... 0 0 0	3 8 0
" Sheets ... 0 0 0	9 0 0	" " Straits ... 0 0 0	3 4 0
" Cargo in Wales ... 0 0 0	5 10 0	" " Peruvian 3 10 0	3 15 0
" Pig, No. 1, Wales 3 10 0	4 0 0	Tin plates, No. IC. p. box 1 7 0	1 10 0
" " No. 1, Clyde 2 15 0	3 0 0	" " No. IX. ... 1 13 0	1 16 0
" Pit., Swedish ... 11 5 0	11 10 0	" wasters do. p. box less ...	—
" Russian, CCND	16 0 0	Lead—Sheet milled ... p. ton	18 10 0
" " PSI	14 10 0	" Shot, patent	22 0 0
" " Gourieff	13 10 0	" Red	22 0 0
" " Archangel	13 10 0	" White	24 0 0
Steel—Swedish keg ... p. ton	17 10 0	Pig-Lead—English ... 17 0 0	17 5 0
" " Fagged ... 0 0 0	15 0 0	" Spanish	—
Copper—English sheathing ... lb.	10d. 10½	" American ... 0 0 0	17 10 0

[*From the Morning Chronicle of this day.*]

The principal business transacted in metals this week has been in British bar-iron, for which easier prices have been accepted, both for delivery here and in Wales. The new American tariff does not look very favourably on any description of British or Scotch iron. This must certainly have some effect on prices here.—For the quicksilver contract many parties are prepared to bid against Messrs. Rothschild, but it is reported that the Spanish Government will endeavour to retain the monopoly in their own hands. Whichever way this may be settled the consumers will not benefit, as into whatever hands it may fall proportionate sales will be exacted, the holders having no competition.—Foreign spelter for the moment is in better demand, and 28*l.* 10s. have to-day been refused. The make of British is largely increasing.—Of Swedish iron fifty tons have been sold without a broker, at 11*l.* 5s.

EXPORTATION OF GOLD AND SILVER.—By the official return published by the Customs, the export of the precious metals from the port of London to foreign and colonial ports, for the week ending Thursday last, was as under:—

Silver coin to Rotterdam	26,100	ounces.
" Calcutta	26,720	"
" Hamburgh	300	"
" Hong Kong and Macao	773,647	"
Silver bars to Calcutta	25,300	"

[For COAL MARKET and the LONDON GAZETTE, see Fourth page.]

PRICES OF MINING SHARES.

In these shares a little more business has been done than of late has been the case. Holmbush were sold at 2*l.* advance upon last week's quotation, the last sale having been effected at 45. Budnick fetched 20, being a great decline in price. Shares also changed hands in the Treviskey and Barrier, at last week's quotation. Rhymney Iron realised 10⅞, being an advance of 1⅞ upon last week's price. West Wheal Jewel advanced from 5⅞ to 6, which last price is the present quotation. Some business was also done in Consolidated Tretoil and West Trethellan, but the sales were not extensive.—The news received, stating the success of the Imperial Brazilian Company's operations, and the large return of gold, has affected the price of the shares, which were sold at 10 to 10⅞, being an increase of 2 to 2⅞ upon the last quotation. The Royal Santiago are still, as for some weeks back, gradually rising, being now at 31⅞ 2. A sale of the General Mining Association, at 4⅞, closes the business in this description of stock.

BRITISH MINES. Shares.	Company.	Paid.	Price	BRITISH MINES—continued. Shares.	Company.	Paid.	Price
500	Anglesey	5	—	6,000	Tamar Consols	3	2½
4,000	Bedford	1½	1½ ⅞	6,000	Tin Croft	7	5
4,000	Bissoe Bridge	5	⅞	128	Trewavas	—	130
100	Botallack	175	300	128	Treviskey and Barrier	—	190
10,000	British Iron	70	65 dis	96	Tresavean	—	1400
8,000	Blaenavon	50	11¼	128	Trethellan	—	210
120	Brewer	—	100	4,000	United Hills	5	6½
79	Budnick	—	20	6,000	Wicklow Copper	5	18
1,000	Carn Brea	—	120	3,845	West Wheal Jewel	10	5½ 6
5,000	Con. Tretoil Mining Ass.	4	⅞ 1	120	West Trethellan	75	75
2,000	Cornubian Lead Co.	2	2	53	Wheal Vor	500	3000
5,000	Cornwall Great United	10½	1		**FOREIGN MINES.**		
512	Cook's Kitchen	—	50	5,000	Alten Mining Company	13½	8
112	Charlestown	—	450	10,000	Anglo Mexican Co.	100	2
128	Cregg Braws	40	200	3,374	Do. Subscription	25	2⅞ ⅞
10,000	Durham County Coal Co.	27	9	2,000	Bolanos	150	6¼
2,000	Dannescombe	—	2		Ditto Scrip	15	5½
6,000	De Dunstanville	—	—	10,000	Brazilian Imperial	21	10⅞ 0
200	Diamond	3½	10	10,000	Bolivar	20	⅞
128	East Pool	—	300	10,000	Ditto Scrip	10	2
100	Great Consols	87	750	10,000	Cata Branca } Brazilian	6½	—
10,000	Hibernian	12½	2½	10,000	Concepcion } Co.	4	—
1,000	Holmbush	14	45	12,000	Cobre Copper Company	40	29
2,000	Isle of Sark (Guernsey)	11	8	8,500	Colombian Co. regis.	55	2
80	Levant	—	600	10,000	Copiapo Mining Co.	13½	8⅞
20,000	Mining Co. of Ireland	7	13⅞	20,000	General Mining Asso.	20	4½
128	Mostyn Mines	100	—	3,351	Mexican Company	3½	1
76	North Roskear	—	300	12,000	Mocanica and Cocaco	25	4½
3,000	Polberou Consols	10	⅞	14,582	{ Real del Monte, regis.	13½	⅞
10,000	Rhymney Iron	50	10⅞		{ Do. unregistered	—	⅞
100	Rosewall Hill	100	140		Ditto Loan Notes	150	60
128	South Caradon	—	1100	7,000	Royal Santiago	10	31⅞ 2
800	South Towan	10	1	11,000	St. John d'el Rey	15	2½
64	South Wheal Basset	—	450	40,000	United Mexican	40	1¼ ⅞
57	Spearn Moor	70	100		Black Scrip, addl. capital	5	1½
4,000	Tregullan	4½	⅞		Red New Scrip	2½	3
4,000	Treleigh Consols	5	1½				

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

There has been a fair amount of business done in railway shares during the past week, and the prices have generally advanced a trifle. Birmingham and Derby were done at 40, and the Birmingham and Gloucester at the same price. Eastern Counties, at the beginning of the week, commanded 8⅞, but left off at 8½, the debentures having been sold at 10*l.* 6s. 3d.; a little was also done in the new shares, at from 7*l.* 19s. 2d. to 8*l.* 4s. 2d., there having been paid upon the same 6*l.* 6s. 8d. In Great North of England some sales were effected at 55, ex div., at which price they remain firm. Great Western were firm, at 92⅞ 3, and with but few sellers. London and Blackwall have again fallen, the last price being 4⅞; the same may be said with respect to the London and Greenwich, which have been sold during the week at 4⅞. In other shares little or no alteration has taken place, they having realised last week's, or slightly improved prices.

Line.	Entire Lgth.	Now Open.	Present actual cost.	Pd. on Share.	Val. of Share.	Last week's Returns.
Arbroath and Forfar Railway	15	15	£ 131,643	25	22	£194 2 3½
Birmingham & Derby Junc.	48	38½	883,044	100	41	1570 7 6
Birmingham and Gloucester	52½	51	1,012,721	100	43	2181 8 6
Brandling Junction	25	25	437,694	45	—	513 6 4
Chester and Birkenhead	14½	14½	456,664	50	30	635 17 0
Dublin and Kingstown	6	6	333,299	100	27⅞	1083 10 1
Dundee and Arbroath	16½	16½	124,034	25	20	274 0 1
Eastern Counties*	126½	17½	1,476,170	23	8½	1179 17 6
Edinburgh and Glasgow	46	46	1,233,234	50	47⅞	3000 12 1
Glasgow and Ayr	51	40	609,543	45	40	1139 10 10
Glasgow and Paisley Joint	22½	22½	200,000	25	25	981 19 6
Gd. Junc. & Chester & Crewe	113½	113½	2,192,047	100	190	7887 16 3
Great North of England	75	45	1,000,000	100	55	1432 10 6
Great Western	118	118	5,360,000	65	92⅞	14001 7 7
Hayle	18	18	135,000	100	—	174 17 11
Hull and Selby	31	31	480,000	50	37⅞	1100 1 11
Lancaster & Preston Junc.	20½	20½	850,000	43⅞	27⅞	—
Liverpool and Manchester	31	31	1,410,000	100	185	4381 13 10
London and Birmingham	112½	112½	5,724,007	90	185	16001 18 8
London and Blackwall	3½	3½	867,000	25	4½	998 18 8
London and Brighton	46	46½	2,000,000	50	34	4499 6 11
London and Croydon	10½	10½	557,992	12½	10½	343 5 0
London and Greenwich	3½	3½	790,000	20	4⅞	739 0 0
London and South Western	90	77	2,200,007	39½	67⅞	7132 3 8
Manchester, Bolton, & Bury	10	10	279,000	50	50	550 19 0
Manchester & Birmingham	40	5	1,166,612	40	29½	8847 13 1
Manchester and Leeds	50	50	2,228,500	70	71⅞ 2	6129 16 8
Midland Counties	57	57	1,440,000	100	60½	3205 13 11
Newcastle and Carlisle	60½	63½	750,000	100	90	1622 0 0
Newcastle and N. Shields	7	7	282,077	50	44	876 1 0
Northern and Eastern†	52½	18½	998,013	40	27	1909 13 0
North Midland	72½	72½	3,079,097	100	57	5704 10 1
North Union‡	25	25	600,000	75	73½	1345 0 0
Preston and Wyre	19½	19½	270,000	50	50	331 0 0
Sheffield and Manchester	40	7	251,927	65½	—	292 13 0
South Eastern	67	40	1,875,408	50	22	1518 11 1
Taff Vale	30	30	530,722	100	—	558 11 9
Ulster	25	9	220,243	22½	—	208 19 6
York and North Midland	25	25	446,500	50	90	1843 6 0

* Including Northern and Eastern Railway toll. † Rent and toll to Eastern Counties (about 150*l.* per week) included in the returns. ‡ The Liverpool and Manchester toll is deducted.

Eastern Counties Railway.—The traffic returns for the week ending 11th Sept. was 1686*l.* 12s. 10d., including Northern and Eastern Railway toll, &c.

JOINT-STOCK BANKS.

There has been but little business transacted in this description of stock during the past week—the principal sales having been the London and Westminster Bank shares, which were done at from 22*l.* 17s. 6d. to 22*l.* 5s. ex dividend, and new shares at from 22½ to 22⅞ ex dividend; Australasia new shares realised 15⅞ to 16, and Provincial Bank of Ireland, 11⅞. The other sales being at last week's prices, and very trifling in extent, are undeserving of notice.

Shares.	Company.	Paid.	Price	Shares.	Company.	Paid.	Price
15,000	Australasia	40	53	20,000	Liverpool Borough	10	13⅞
20,000	Birmingham	10	18⅞ 19	25,000	Ditto Bank of	12½	20
20,000	British N. American	40	38	12,500	Ditto Banking Co.	10	9
10,000	Chelten. & Gloucest.	5	6	50,000	Ditto Commercial	10	12
100,000	Commercial of Eng.	5	—	2,000	Ditto Royal	500	[illegible]
1,050	Commer. of London	200	173	100,000	Manch. & Liver. Dis.	15	[illegible]
20,000	Colonial	25	20	100,000	Manchester	10	5
20,000	East of England	10	7⅞	20,000	Manchester & Salford	10	[illegible]
10,000	Gloucestershire	10	13⅞	20,000	National of Ireland	17⅞	[illegible]
4,000	Ionian	25	20	10,000	Natl. Provl. England	35	[illegible]
12,000	Leeds Banking Co.	15	19	40,000	North & South Wales	10	[illegible]
20,000	Leeds & West Riding	6½	10	20,000	Provincial of Ireland	25	42
10,000	London & Westminst.	20	22½	20,000	South Lancashire	7½	6
60,000	London Joint Stock	10	12⅞ ⅞	20,000	W. of Eng. & S. Wales Dis.	12½	10
20,000	London and County	10	9	20,000	Union of Australia	25	[illegible]
10,000	Liverpool Albion	25	16½	60,000	Union of London	10	9

MISCELLANEOUS.

The only business done this week in this description of investment has been a sale of the General Steam Navigation Company's shares at 32⅞, and in the General Reversionary Interest Society at last week's quotations.

Shares.	Company.	Paid.	Price	Shares.	Company.	Paid.	Price
10,000	Anglo-Mexican Mint	10	11⅞	2,100	Hungerford Market	100	[illegible]
10,000	Anti Dry-Rot	10½	2	1,400	Lon. Com. Sale Rooms	—	[illegible]
10,000	Asphalte (Claridge)	4	⅞	1,000	London Corn Exch.	37½	[illegible]
10,000	Assam Tea Company	12½	4⅞	8,100	London Cemetery	12½	[illegible]
20,000	Austral. Agricultural	26⅞	25	3,000	London Cemetery	20	[illegible]
8,000	Bahia Wharf	6	—	8,000	Lon. Rever. Int. Soc.	50	[illegible]
12,500	Bitumen Businesses	3½	⅞	10,000	Met. Pat. Wood Paving	5	[illegible]
10,000	Ditto Polonceau	2	⅞	20,000	Mexican & S. American	7	[illegible]
4,000	Brit. Amer. Land Co.	33½	33	—	New Brunswick (Ld.)	40	[illegible]
4,000	Brit. Loan & Dis. Inst.	2½	2⅞	5,567	Rever. Int. Society	100	[illegible]
7,000	Brit. Rock & Pat. Salt	35	15⅞	15,000	Royal Mail Steam Pck.	50	[illegible]
8,013	Canada Land Co.	32½	31	2,000	Shell's Iron Foundry	60	[illegible]
3,000	E. C. of Cro. Aus. Deb.	20	2⅞	14,000	South Australian	40	[illegible]
4,000	Dudley's Patent Salt	25	10⅞	3,000	Ship Owners' Towing	7⅞	[illegible]
22,700	Equitable Rever. Soc.	60	57	4,000	Thames Tunnel	50	[illegible]
8,000	Gen. Steam Navig.	14	32⅞	10,000	Van Diemen's Land	18½	[illegible]
5,000	Gen. Rever. Int. Soc.	100	95	4,000	W. Lon. & Westmr. Cem.	—	[illegible]

BANK OF ENGLAND.—Quarterly Average of the Weekly Liabilities and Assets from the 19th of June to the 16th of September, 1843, both inclusive:—

LIABILITIES.		ASSETS.	
Circulation	£19,714,000	Securities	£22,135,000
Deposits	8,833,000	Bullion	3,171,000
	£28,547,000		£25,306,000

London: Printed and Published by Henry English, the Proprietor, at the Office, No. 1, Crane-court, Fleet-street, in the city of London; where all Communications and Advertisements are requested to be forwarded, post-paid.
[September 23, 1843.]